July 14, 1958

CB&Q's New Yard Is All Automatic

RAILWAY AGE *weekly*

Men Who Build the Future of American Railroads

"American railroads are presently involved in one of the most crucial periods of their history. We would all like the convenience of a single, simple solution. Unfortunately, the problem is far too complex.

"Action best describes what is needed. But it must come from intelligent and progressive planning, on all sides. By example, we are doing everything possible to improve property, roadway, equipment and service.

"We have taken more action in the ten year period just past—to improve property, roadway and equipment—than in any comparable period in our history. This, we feel, is the key to the future."

ARTHUR K. ATKINSON, President
Wabash Railroad Company

The Wabash started its action decade with Dieselization. Since then General Motors Diesels have become a familiar sight on Wabash roadway. Latest action example is the new Landers Freight Center in Chicago which has consolidated the road's car classification, LCL handling and piggyback operations in the area.

ELECTRO-MOTIVE DIVISION · GENERAL MOTORS
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In Canada: General Motors Diesel Ltd., London, Ontario

CONTINUOUS RESEARCH AT CATERPILLAR LABORATORIES IS EXTENDING ENGINE LIFE THOUSANDS OF HOURS

EXAMPLE: Lube oil filter elements that give greater protection for longer periods at less cost

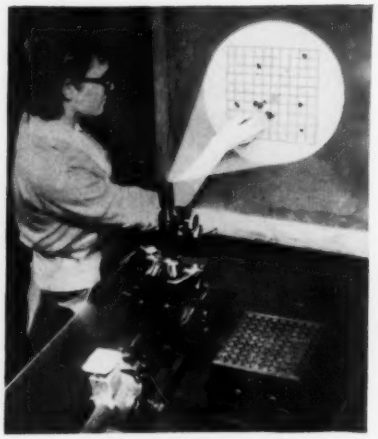
The development of new, additive lubricating oils has reduced oil change requirements. Cat filters have kept pace with these improvements. Cat filters have greater *dirt-holding capacity* to filter efficiently over the entire *extended* periods. This means a big saving to every owner of Caterpillar equipment.

FILTER TEST STAND adds controlled amounts of dirt to lube oil to check how much dirt an element can hold before plugging. Unless this is determined, replacement recommendations cannot be made. Of all the filter makes tested, only Cat filters completely met Cat Engine requirements.

Most oil filters of other makes fall far short of meeting Cat filter replacement recommendations—usually because they have *insufficient* dirt-holding capacity (not enough filtering paper) or they filter harmless, too-fine particles which quickly load up the element, opening the safety bypass. As a result, unfiltered oil is allowed to circulate, causing rapid, premature wear.

You can't get maximum engine life unless you filter *full time*. The best way to insure long engine life, peak performance and operating economy is to standardize on Caterpillar oil filters. They prove less expensive over the life of the machine. Your Caterpillar Dealer has full information on oil filters and the other quality Cat parts. And he'll carry your parts inventory.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.



PROJECTION MICROSCOPE magnifies 500 times particles that pass through filter paper so they can be measured. Since precision bearings ride on an oil film, particles smaller than the oil film can cause no measurable wear even after thousands of operating hours. Too-fine filtering shortens filter life needlessly.

CATERPILLAR

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This contractor saved $1,822.24 in one year in oil changes

SERVICE TIP

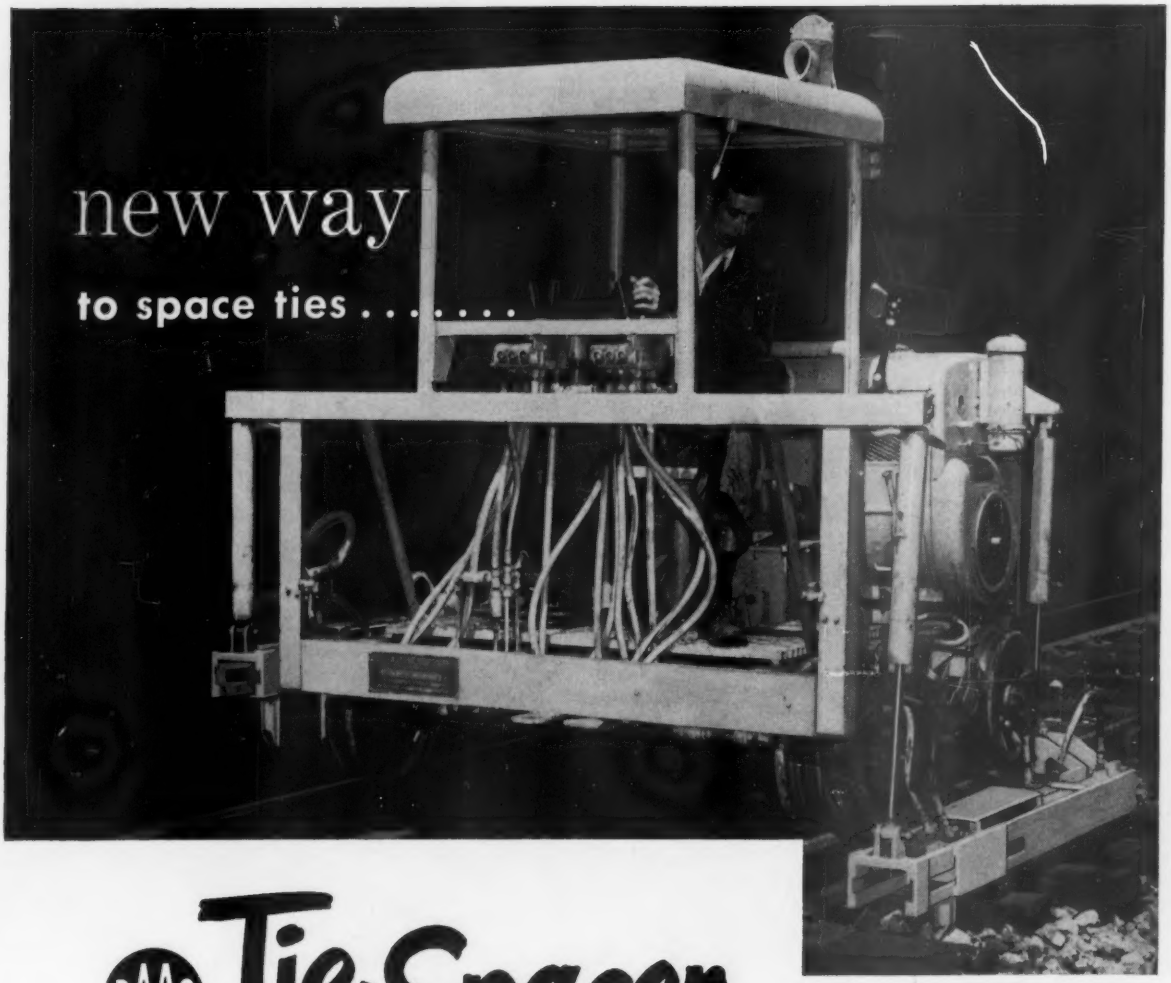
Complete information on oil changes is provided in Form 32421-1, *Crankcase Lubricating Oil Change Period Recommendations,* available from your Caterpillar Dealer. These recommendations are tested and proven. When used with Cat filter elements, you'll get maximum protection for your equipment at the lowest cost.

Many Caterpillar owners tend to play it safe by changing lube oil and filter elements far more frequently than recommended; thus they are willing to gamble on lower-priced, small-capacity filter elements. This is false economy. Here is an actual experience of a contractor, owner of eight Caterpillar D8 Tractors, who followed recommended procedure with Cat filters:

Past Procedure — Oil changed every 80 hours	
Lube oil @ $1.25 per gal. 9 gal. per change	$11.25
[redacted] filters @ $1.00 ea. 3 per oil change	3.00
Labor cost	2.50
Total cost per change	$16.75
Ave. operating hours per year	2,400
Ave. oil changes per year	30
Total cost per machine per year	$502.50
Total cost for eight D8s	$4,020.00

Cat Recommended Procedure — Oil changed every 150 hours	
Lube oil @ $1.25 per gal. 9 gal. per change	$11.25
Caterpillar filters @ $1.14 ea. 3 per oil change	3.42
Labor cost	2.50
Total cost per change	$17.17
Ave. operating hours per year	2,400
Ave. oil changes per year	16
Total cost per machine per year	$274.72
Total cost for eight D8s	$2,197.76

D8s — 2U, 14A and 15A Series Tractors • Lubricating oil used: Series III • Fuel sulphur content: .4% to 1.0%



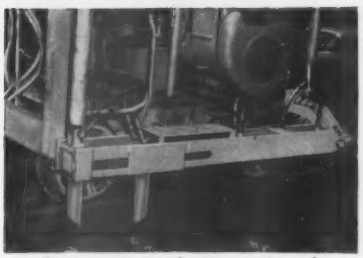
RMC Tie Spacer

Hydraulic shifting devices on both sides of machine may be used independently or together to correct poor spacing and slewed tie conditions. Ties can be moved in either direction parallel to the rail. Shifting devices automatically clamp to the rail when lowered to operating position, taking all forces through the anchorage.

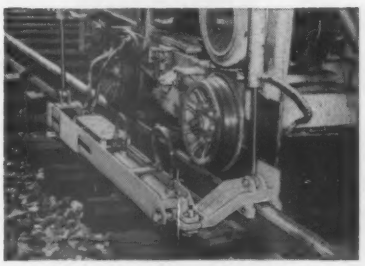
Ask for Bulletin TS-100.

Railway Maintenance Corporation

PITTSBURGH 30, PA.

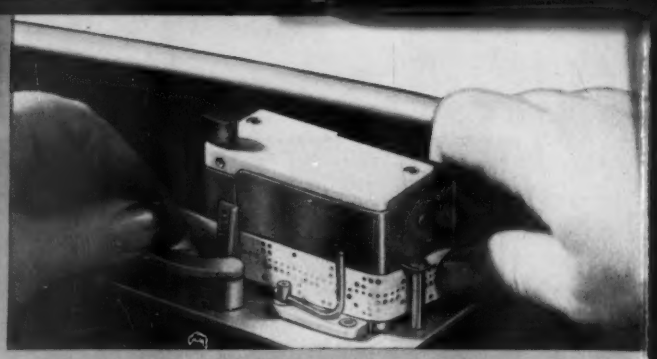


Tie engaging mechanism positioned over tie to be moved.



Shifting device lowered to operating position, with clamp automatically positioned on rail.

New U-type console arranged to facilitate over-all yard coordination. Panel contains miniature track diagram, indicator and tape feed for programed switching system, CAR-PACITY indicators, and finger-tip controls for supervisory action.



Programed Switching: This Union development permits an operator to classify an entire train with a perforated tape containing track destination of each cut, which sets up the required routes automatically.

2,000 cars a day can be handled by the Hills Park automatic freight yard in northwest Atlanta. It has 24 tracks with space for 16 more. Customers get faster deliveries with less damage to lading.

New VELAC® Automatic Yard Installation cuts classification time . . . reduces impact damage

Radar control of retarders, directed by an electronic computer, holds coupling speeds to less than 4 mph to eliminate impact damage.

A freight car coming into the new Hills Park Yard of the L & N can be uncoupled from its train and coupled to a new train in less than an hour!

This is quite an accomplishment when there are hundreds of cars moving through the yard. In an ordinary freight yard, it would take much longer.

The time saved at Hills Park Yard gets trains rolling sooner to make close connections—or even permits advancing connection times—to provide faster and better service to shippers.

It's all done with Union Switch & Signal's new VELAC Fully Automatic Classification Yard System. After a car rolls over the hump, the VELAC System takes control. All classification and retarder functions are performed automatically.

The Hills Park Yard represents railroad automation at its best. No railroad can stand still. It must anticipate the needs of the present—and the future. That is why this L & N Yard came into being. It will speed the movement of freight not only in the Atlanta area, but to the whole South.

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RAILWAY AGE *weekly* July 14, 1958 • Vol. 145, No. 2

Week at a Glance

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NYC commuters get bleak picture ..... p. 9

Perlman warns that the NYC may consider closing Grand Central and abandoning New York unless the city helps the railroad reduce the terminal deficit. Meanwhile, Boston, Philadelphia, Chicago and Pittsburgh are wrestling with commutation problems of their own.

H&M gets air-conditioned cars p.12

First rapid transit cars to be built already equipped with air conditioning went into Hudson & Manhattan service last week. The cars, part of a $4.3-million order for 50, are products of the St. Louis Car Company.

'Bold proposals' need bold men p.16

Passenger service presents railroads with one of their most challenging problems. Solutions may call for wholesale departure from tradition. Where are the persuasive railroaders who can break completely with the past?

CB&Q's new yard is all automatic p.21

The $4,000,000 facility, at Cicero, Ill., is designed to classify 3,000 cars a day. It replaces several flat switching yards formerly in the same area. The road expects savings from the new yard to equal 10 per cent on the investment, after taxes.

How to save $18 million a year p.32

Railroads, a Purchases & Stores Division committee points out, pay a heavy penalty for not simplifying and standardizing items that can benefit from mass production. Standardization of certain box-car materials, and also of rail sections, would have saved railroads about $18,000,000.

Rail labor cool to Hoffa bid p.36

Teamster chieftain's proposal for a single transportation union has so far found no support among railroad union leaders. The BLE's Guy L. Brown thinks such an organization would be destructive.

The Action Page—Take a look at Europe p.42

The "cold war" is an international race for economic and industrial supremacy. In the vital area of transportation efficiency, Russia is getting ahead of the U.S. The Soviets are expanding their railroads—the most efficient form of inland transportation. The U.S. is concentrating practically all its promotional effort on every form of transportation except railroads.

THREE TOP NEWSCASTERS FOR HERTZ HELP YOU . . .

Walter Cronkite, Robert Trout and Bill Downs report Business and World News Monday through Saturday on the CBS Radio Network

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March, 1958 marked the beginning of a Hertz radio program that has already helped build more business for the railroads. The program: Today's Business and World News, with the famous CBS News analysts Walter Cronkite and Bill Downs. Now, Hertz has added a World News Summary every weekday evening reported by the popular reporter Robert Trout.

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So, start building new and repeat business with us. Mention The Idea of renting a car there in your advertising! Hertz Rent A Car, 218 S. Wabash Ave., Chicago 4, Ill.

More people by far...use

HERTZ

Rent a car

Week at a Glance CONT.

Current Statistics

Operating revenues, five months	
1958	$3,742,445,707
1957	4,372,199,515
Operating expenses, five months	
1958	$3,105,229,185
1957	4,372,199,515
Taxes, five months	
1958	$349,526,238
1957	455,393,410
Net railway operating income, five months	
1958	$165,531,685
1957	376,481,033
Net income estimated, five months	
1958	$72,000,000
1957	285,000,000
Average price 20 railroad stocks	
July 8, 1958	79.93
July 9, 1957	93.29
Carloadings revenue freight	
Twenty-six weeks, 1958	14,298,455
Twenty-six weeks, 1957	17,840,396
Average daily freight car surplus	
Wk. ended July 5, 1958	80,680
Wk. ended July 6, 1957	29,035
Average daily freight car shortage	
Wk. ended July 5, 1958	1,202
Wk. ended July 6, 1957	1,270
Freight cars on order	
June 1, 1958	30,386
June 1, 1957	97,006
Freight cars delivered	
Five months, 1958	27,138
Five months, 1957	43,034

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Short and Significant

The conciliation board report . . .

on the contract case involving six Canadian roads, Railway Express and the non-operating unions may go to the Minister of Labour within the week. So far, there's no indication which side the report will uphold.

Final hearing in Ex Parte 212 . . .

freight-rate case will be held this week in Washington. The ICC moved it forward from July 21, when oral argument will now be heard. In issue is the lawfulness of the increases which became effective February 15, and of other railroad proposals (principally accessorial charges) which were cut back or suspended by the commission.

Liberalizing of the pension and jobless-pay acts . . .

has been recommended by the Subcommittee on Railroad Retirement of the Senate's Committee on Labor and Public Welfare. The proposed liberalizers would increase pension-act benefits 10% across the board and set up more favorable arrangements for retirement of women railroaders at 62 years of age. Unemployment benefits would be raised from the present daily minimum of $3.50 to $4.50, and from the present daily maximum of $8.50 to $10.20. Also, jobless benefits would be paid over longer periods than at present. The parent committee met last week but did not take up these recommendations.

Higher payroll taxes . . .

to finance the increased pension-act benefits would be deferred until July 1, 1959, when the levy would rise from 12½% to 15%. The unemployment insurance tax would rise from 2½% to 4%. In both cases there would be an increase in taxable payroll which would become the first $400 (instead of the first $350) of an employee's monthly wages. Pension-act taxes are paid equally by railroads and their employees; the carriers alone pay the taxes which support the unemployment insurance system.

Costs of the proposed changes . . .

would be as follows: Changes in the retirement tax would increase railroad costs by $100 million annually beginning July 1, 1959. Subsequent increases would raise costs by another $86 million by 1975. The unemployment tax change would cost an added $85 million a year. The employee who now earns $400 or more a month is paying $21.88 a month for retirement purposes —but if the bill passes he would pay $30.00 a month starting July 1, 1959, an increase of $8.12 a month per employee or $100 a year. In 1975 his deduction would rise to $36.00 a month—an increase of $14.12 over his present payments, but there would be no corresponding increase in benefits beyond what he will get immediately.

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NYC Commuters Get Bleak Picture

Perlman raises possibility of closing Grand Central and pulling out of New York unless the city helps reduce terminal deficits. Other commuter trouble spots: Boston, Philadelphia, Chicago, Pittsburgh.

The New York Central says it faces the prospect of closing Grand Central Terminal, ending commuter service and pulling out of New York City.

That was the bleak picture NYC President Alfred E. Perlman gave New York City's Mayor Robert Wagner last week.

The pull-up-stakes approach might seem extreme—but, said Mr. Perlman, it will have to be faced if the city is unable to help the railroad overcome mounting deficits on Grand Central operations.

"Some equitable plan must be consummated," he said, "to relieve the Central and other railroads of the crushing burden of subsidizing rail transportation into Manhattan."

While Mr. Perlman's blunt words were making headlines in New York, railroad commutation problems were also making news in other cities. In Boston, the New Haven closed down its Old Colony line, then reopened it after receiving new assurances of public aid. In Philadelphia, Chicago and Pittsburgh, commuter-carrying roads were stepping up their search for a way to haul commuter trains out of the red.

In New York, Mayor Wagner appointed a committee of city officials to meet with five NYC officers to tackle the terminal deficit problem.

One of the committee's first tasks will be to explore possible integration of the Central's Park Avenue tunnel with the city subways. The four-mile railroad tunnel is heavily taxed, not only on the real property involved, but also on the franchise for carrying passengers. Including taxes from the New Haven, which shares Grand Central operations, the city collects about $24 million a year from the railroad operation into Grand Central. About 80,000 daily commuters make up the bulk of Grand Central business.

If Grand Central closed, the New York Central main line operations would end at Harmon, 30 miles north of the city. The New Haven could terminate at New Rochelle, NH President George Alpert said.

News that Grand Central might be closed came just before New Yorkers began celebrating the July 4th holiday—traditionally a time of knotted traffic. Drivers who sweated out the miles of congested approaches to the city had a foretaste of what would happen if the suburban service were ever actually shut down.

Most observers agree that this public need for suburban service is both the railroads' biggest handicap and their strongest card in their negotiations with civic authorities.

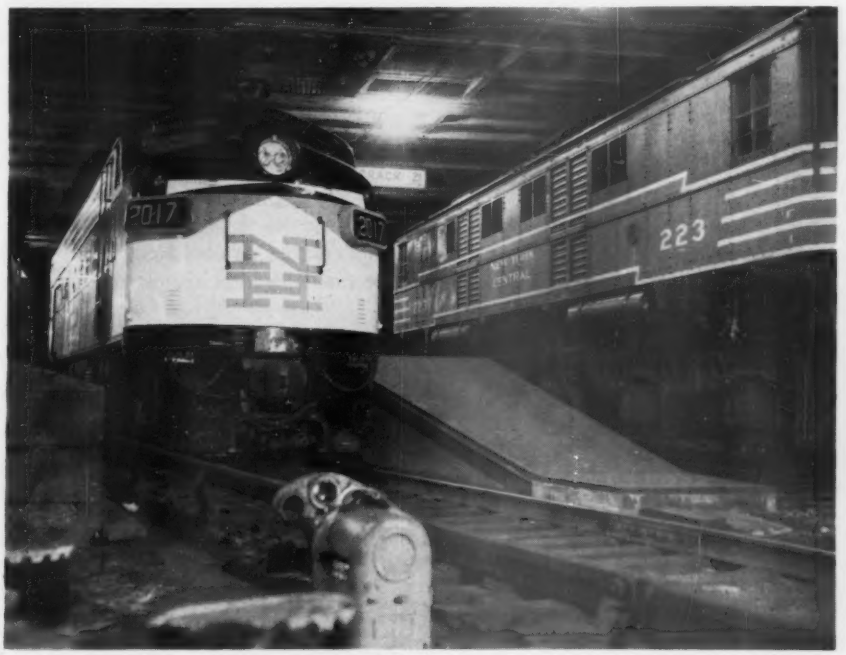
It's a handicap because regulatory commissions will neither permit the service to be abandoned nor let it be priced at its real costs. On the other hand, under certain circumstances, other considerations can override local regulatory commissions, as with the New Haven's Old Colony line in Boston. When this happens, suburban lines whose real estate and franchise taxes have historically been major sources of public revenues suddenly become public services that must be paid for by the people as a whole. The alternative is abandonment.

Boston is the first of the major metropolitan areas to be faced with the problem—because the New Haven 10 years ago was given permission by a federal bankruptcy court to abandon its Old Colony service without getting approval of the state regulatory commission.

Boston and the Massachusetts legislature, aware of the traffic problems to be faced if 10,000 daily commuters left the rails for the highways, tried last minute action to give the railroad relief and keep the line running. This almost came too late.

A bill passed by the Senate failed to win lower house approval by the July 8 deadline, and the NH ended Old Colony service that day. Some 24 hours later the railroad agreed to restore Old Colony service—apparently assured that the balky legislature would approve a $900,000 subsidy (from Boston and 37 other on-line communities) for the line.

Another Massachusetts line, New York Central's Boston & Albany, recently was granted a 16-cent fare increase on its application for an increase of 71.5 cents. E. C. Nickerson, vice-president—passen-



GOOD-BY TO ALL THIS? The New York Central and New Haven have announced they will be forced to consider abandoning Grand Central Terminal if they don't get relief from the taxes that make up a large part of the terminal's sizable annual deficits. Tax bill now totals $24 million a year.

ger sales and service, commented: "In view of the fact that we cannot charge prices to cover our costs for this service, and since there is now no other income available to make up this loss to Central . . . we must take a sound hard look at whether the Central can continue to provide any suburban service on the Boston & Albany."

Elsewhere, this was the commuter picture across the country last week:

► In Philadelphia, city officials and the Pennsylvania and Reading railroads were reported making headway in talks that might lead to some form of city aid for deficit commuter services. For the present, chief efforts are directed at the two railroads' Chestnut Hill services, which are completely within the city, and so simplify the jurisdictional problems. A proposal is currently under consideration by the city council to provide a city-coordinated rail-bus service. Under the plan, the city would fix rates, set the number of trains to be operated, and pay the railroads a flat rate for losses on the service.

► In New Jersey, the commuting problem has come in for considerable attention but, as the Newark News commented, "After years of study and discussion, we are as far as ever from agreement." Six months have passed since the Metropolitan Rapid Transit Commission issued its report on the NJ-NY transit crisis (RA, Jan. 13, p. 13). Bills creating a Metropolitan Transit District were introduced in the legislatures of both states. The New York bill was passed and has been signed by Governor Harriman; the New Jersey bill has passed the Senate but is still pending in Jersey's lower house.

Chances of passage faded when the legislature completed its main business and recessed last month. The bill's prospects will improve, though, if New Jersey Governor Robert Meyner should call a special session, as it has been reported he may do later this month.

► In Chicago, the current emphasis is on fare increases. Chicago & North Western is asking for a 24 per cent hike, and the right to close 23 stations. Burlington was recently granted a 15 per cent hike. Illinois Central has cut some service, is seeking a fare increase of about 50 per cent. The Milwaukee is currently asking a 42 per cent fare boost that will overcome the effects of the recent Supreme Court decision requiring the road to return a 24 per cent increase it had been collecting. The Wabash has filed for higher fares; the CSS&SB, Rock Island and GM&O have all recently been granted fare increases.

The petition for abandonment of the Chicago North Shore & Milwaukee (7,000 commuters) led to proposals that the line be taken over by the Chicago Transit Authority (RA, July 7, p. 53) but so far the CTA has been a reluctant suitor. In the meantime a state mass transportation commission studies the problem.

► In Pittsburgh, the Pennsylvania has offered the use of its trackage and right-of-way to help solve the city's mass transit problem. Budd's Pioneer III has been suggested as possible equipment for a mass transit system. Six of the new units are now operating in electrified suburban territory on PRR lines around Philadelphia (RA, June 30, p. 18).

Pennsy once had a big commuter business in Pittsburgh, but currently the passenger load is relatively light (except when bad weather, or a trolley strike, intervene. PRR's commuter volume more than doubled during the city's last transit strike, but when the walkout ended business went back to normal). The city needs rail suburban service, says Morton S. Smith, PRR vice president and regional manager, but the public interest, he believes, calls for an integrated service.

Watching Washington *with Walter Taft*

• **CONFEREES ON THE SMATHERS-HARRIS BILLS** are expected to begin meetings this week. Their job is to reconcile differences between these bills which embody Senate and House versions of the proposed Transportation Act of 1958. The differences seem easily reconcilable, so the proposed act should soon be on its way to the White House for President Eisenhower's signature.

BOTH VERSIONS have provisions on these matters: rate-making freedom, federal government guaranty of loans to carriers, new power for the ICC to authorize abandonments of intrastate rail services, containment with some roll-back of the Motor Carrier Act's agricultural exemptions, tightening the definition of private carriage.

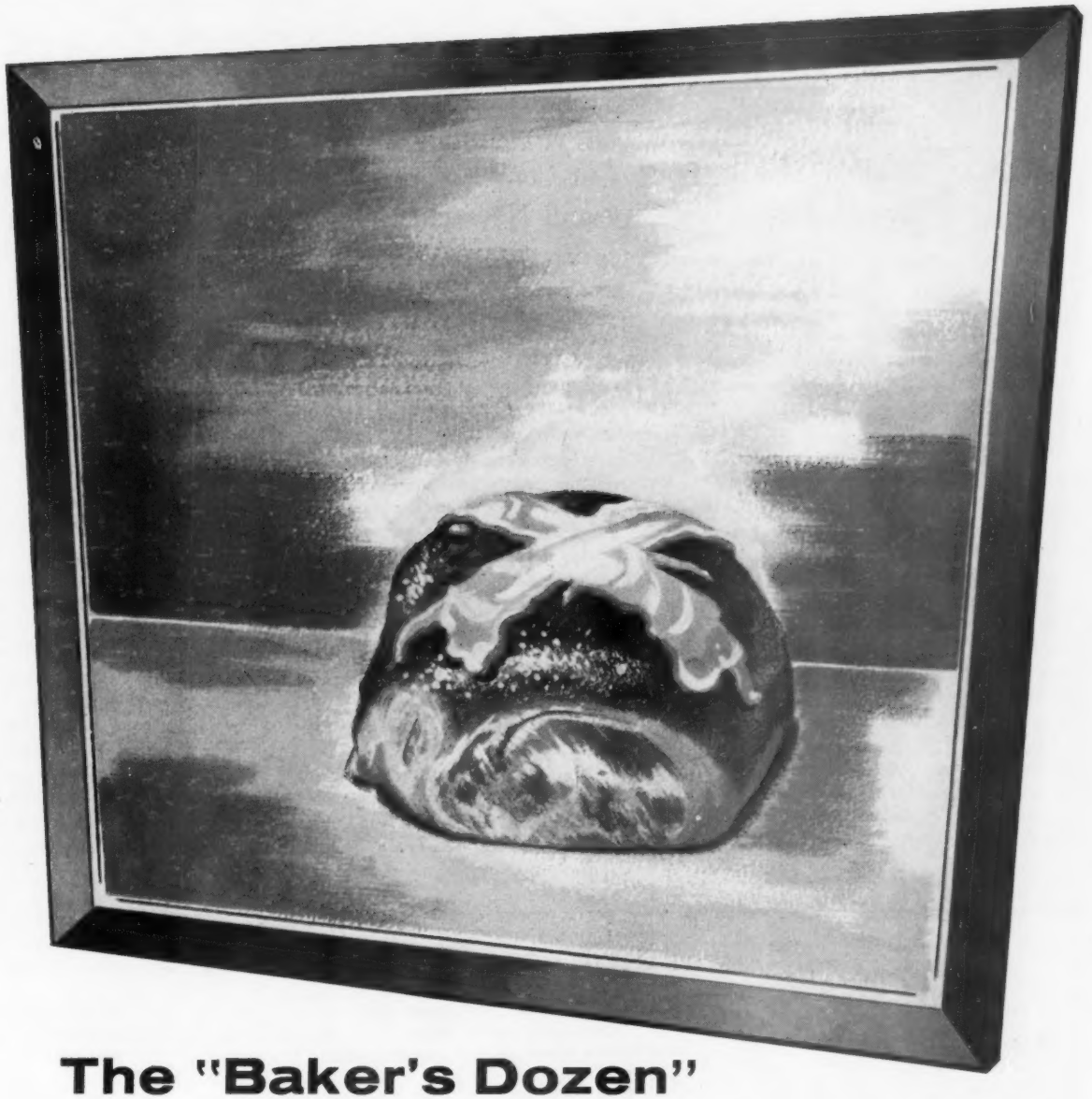
THE LAW FINALLY ENACTED will deal with each of these things. The rate-freedom section will be as it is now written, because it is the same in both bills. As to other provisions, the report of the Senate-House conference committee will propose compromise versions—or acceptance of a Senate provision here in return for acceptance of a House provision there.

MORE INTERSTATE RATE POWER for the ICC is proposed only in the Senate version. But here, too, there is room for compromise. The proposal would do two things—expedite intrastate rate increases and offset United States Supreme Court decisions which hold that rates on part of an intrastate operation cannot be condemned unless the intrastate operation as a whole is found to be an undue burden on interstate commerce. Since these are separable, the conference committee might well take one and reject the other.

OVERRIDER OF THE COURT is what the ICC hopes will be the conferees' choice. The commission has advised them that enactment of this provision is "essential." Under the court rulings, it says, it could not continue to function efficiently in removing unjust discrimination against interstate commerce caused by intrastate rates.

AS TO THE EXPEDITING PLAN for intrastate increases, the commission takes no position on provisions which would give it authority to move before state-commission action had been sought. That's a matter of "broad Congressional policy," it says. "Of very doubtful value" is what it says of that part of the expediting plan which would authorize it to order general intrastate increases at the same time general interstate advances are authorized. The commission explains that this might require separate hearings. And they might delay decisions on general increases—"upon which the commission has acted with reasonable dispatch in recent years."

ASSIGNMENT TO MAKE PASSENGER-DEFICIT STUDY, in the House bill only, is something the commission thinks it doesn't need. It points out that it has "virtually completed" the investigation of this problem which it instituted more than two years ago.



The "Baker's Dozen"

Remember—'way back—to those less strenuous and more generous days when the baker gave you 13 sugar buns—and a smile—when you asked him for a dozen?

This happy practice hasn't died out completely. Many fine firms take very real satisfaction today in giving a baker's dozen in terms of product quality and company service—making it pleasant and profitable to deal with them.

When Adlake started a century ago the philosophy of the baker's dozen was the expected pattern of business. We like to think that we have remained old-fashioned in that one respect.

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H&M Gets Air-Conditioned Cars

Units, first rapid transit cars to be built with air conditioning already installed, are St. Louis Car Company products. They will go into service between New York City and Newark, N.J., a joint H&M-PRR operation.

The first rapid transit cars to be built already equipped with air conditioning are being delivered to the Hudson & Manhattan. The cars, part of a $4.3-million order for 50, are products of the St. Louis Car Company.

They will go into service on the H&M's New York City-Newark, N. J., transit operation. The cars are a development from successful experiments made in 1956 with two existing H&M cars fitted with air conditioning equipment (RA, Jan. 28, 1957, p. 34).

A system based on the design of Safety Industries in one of the two test cars has been adopted as H&M standard. It is similar in arrangement to air conditioning equipment on conventional railroad cars. A compressor and condenser are under the car body and two overhead units can supply either warmed or cooled air to a duct running the length of the car ceiling. The duct is divided diagonally from end to end, so each unit supplies some air through the entire length of the car.

The 51-ft 3-in. cars can seat either 44 or 46 passengers and are rated as handling 152 passengers fully loaded. Each car has three sliding doors on each of its sides. The cars operate on subway routes and over a 6-mile surface line. Such transit operations present many formidable air conditioning problems.

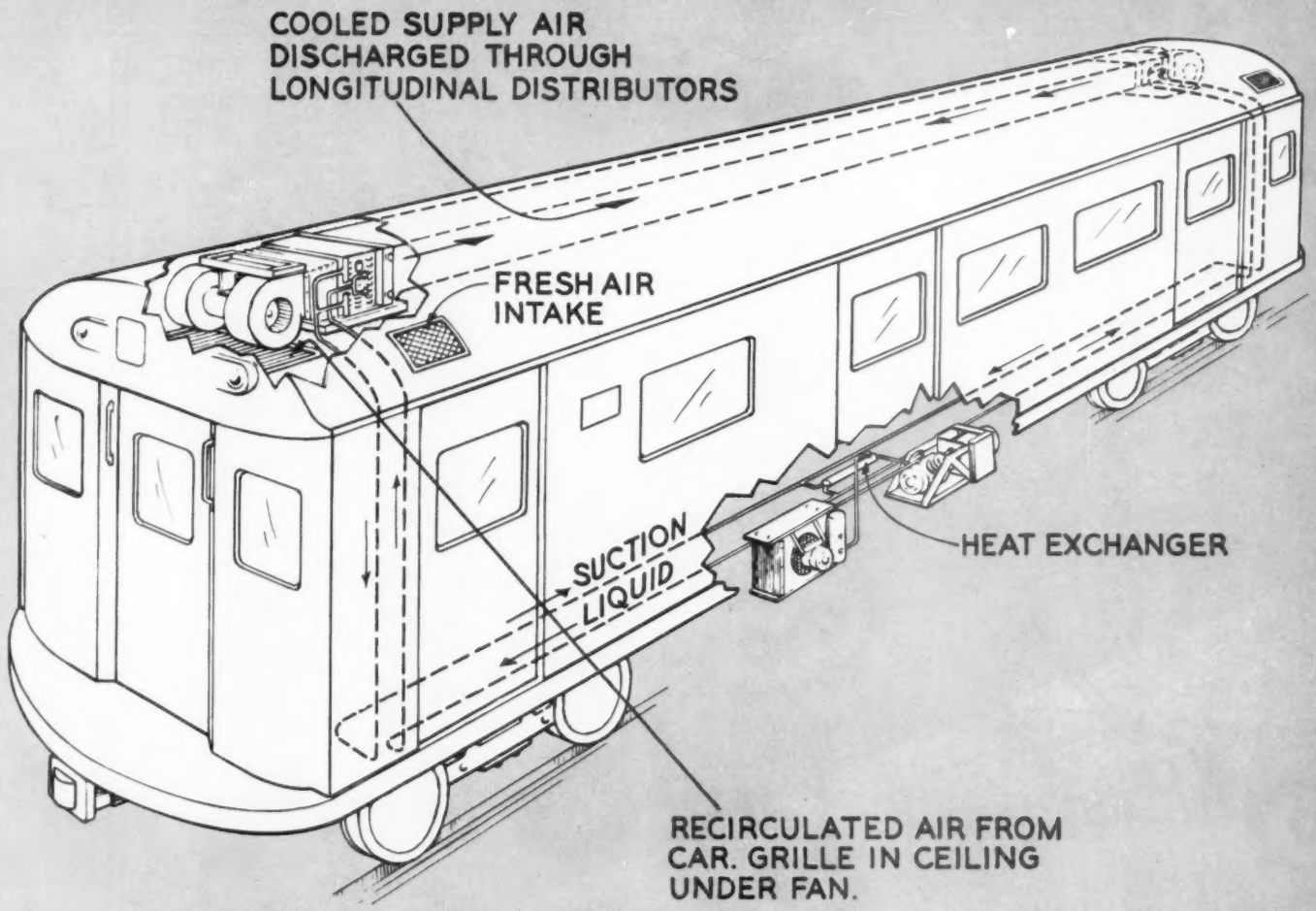
The large door opening areas, the frequent opening of the doors, and the high passenger loads make it necessary to provide greater cooling capacity than in a conventional passenger car of comparable size. Rapidly changing passenger loads and a combination of above-ground and subway running complicate temperature control problems.

A 10-ton cooling system teams up with fans capable of moving 3,000 cfm of air (40 per cent filtered outside air), to do the cooling job. Electric-resistance heating units in the overhead ducts provide most of the car heat during cold weather. The units are supplemented with additional strip heaters under the car seats. The air conditioning equipment adds over a ton to the car weight, but eliminates need for ceiling fans and roof ventilators. Because a greater volume of make-up air is forced into the car body than can be exhausted through available body openings, the interiors are slightly pressurized. Inside air flows out of the car when doors are opened at stops, keeping out outside air.

The H&M connects two New York City terminals with the New Jersey communities of Hoboken, Jersey City and Newark. Only the line from Jersey City to Newark is above ground, and it runs over a Pennsylvania Railroad line. The Newark to New York run for which the 50 new cars were specifically ordered is a joint H&M-PRR operation, serving as a downtown New York connection for PRR.

PARTIAL LIST OF SUPPLIERS FOR NEW H&M CARS

Air Conditioning	Safety Industries, Inc. Trane Company
Air conditioning and heating controls	Vapor Heating Corp.
Axles and wheels	U. S. Steel Corp.
Batteries	T. A. Edison, McGraw Edison
Body insulation	Gustin-Bacon Mfg. Co. Owens-Corning Corp.
Bolster and equalizer springs	Crucible Steel Co.
Brakes—air	Westinghouse Air Brake Co.
Brakes—hand	National Brake Co.
Brakes—shoes	Railroad Friction Products
Cab signals	Union Switch & Signal, Div. of WABCo.
Circuit breakers	Westinghouse Electric Corp.
Couplers	Westinghouse Air Brake Co.
Doors	O. M. Edwards
Door hangers	Otis Elevator Co.
Door operators and controls	Consolidated Metal Products
Draft gears	Waugh Equipment Co.
Floor tile	Armstrong Cork Co., Inc.
Floor underlayment	H. B. Chamberlain Corp.
Fuse boxes—3rd rail	Horne Products
Hardware	Adams & Westlake Co. James L. Howard
Headlining	Formica Company
Heaters	Railway Utility Co.
Journal bearings	Timken Roller Bearing Co.
Lamp regulators	Safety Industries, Inc.
Light fixtures & tail lights	Electric Service Mfg. Co.
Head lights	Pyle-National Co.
Marker lights	Lovell-Dressel Company, Inc.
Paint	Sherwin - Williams Company
Seats	Heywood-Wakefield
Seat coverings	E. I. DuPont de Nemours & Co., Inc.
Seat cushions	Goodyear Tile & Rubber Co.
Shock Absorbers	Houdaille Industries
Signs	Hunter Sign Co.
Stanchions & Handrails	The Ellcon Co.
Steel sheets	Armco Steel Corp.
Stainless steel trim	Rigid Metals Textures
Threshold plates	The Safe Tread Co.
Traction motors and control	General Electric Co.
Traction motor drive	Dana Corp.
Trucks	General Steel Castings Co.
Window sash	Adams & Westlake Co.
Windshield wipers	Trico Products Corp.
Wire and cable	General Electric Co.



UNDERBODY COMPRESSOR AND CONDENSER and twooverhead units are all powered with 600-volt d-c motors. Third rail transit operations complicate successful operation of such auxiliary motors because of voltage variations.

Continuing its traditional policy in the joint service, 30 of the new cars were ordered by the Pennsylvania. Twenty were ordered by the H&M, which will operate all 50 units.

The introduction of new equipment occurs on the 50th anniversary of the beginning of the H&M operation. For many years, the line offered the only non-water entry into Manhattan from the west.

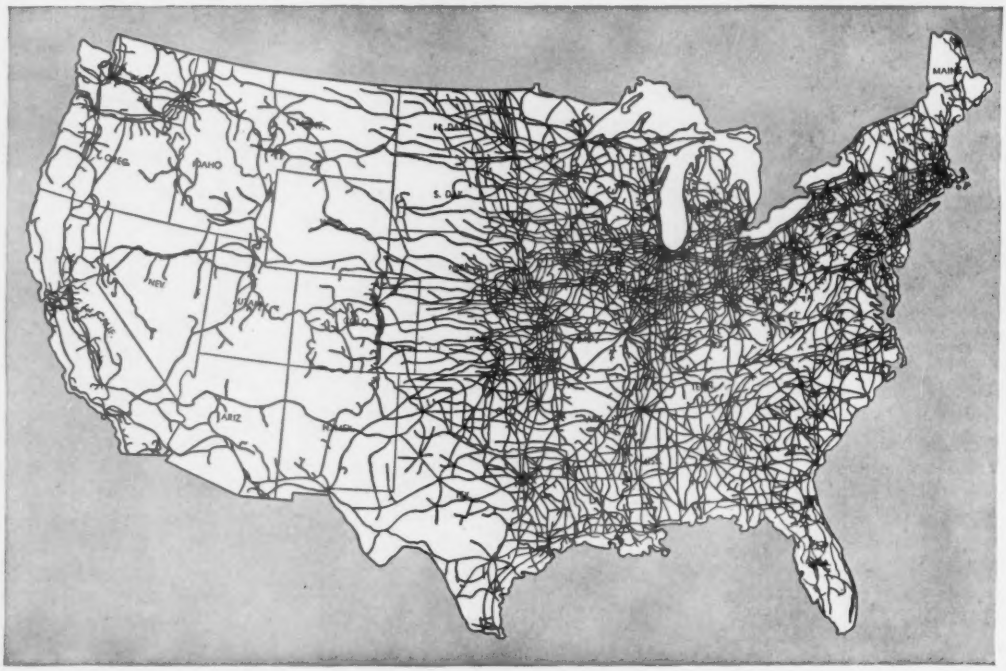
The cars themselves are of conventional rapid transit design. They are built of low-alloy, high-tensile steel. Tests at the AAR's Chicago laboratory showed them capable of withstanding a buffing load of 400,000 lb, fulfilling ICC requirements. Similar units are in service in Chicago and Boston.

The two-axle, inboard roller-bearing trucks each have two GE longitudinally mounted, 100-hp motors, driving through Spicer, hypoid gear units. At each wheel is a Westinghouse package brake unit with Cobra shoe. A Westinghouse SMEE, electro-pneumatic, variable-load air brake system operates in conjunction with dynamic motor braking to produce maximum retardation of 3 mph per sec. Acceleration is 2.5 mph per sec, and maximum speed is 60 mph.

Ten of the 50 cars have two cabs and are capable of single-unit operation. The other 40 will be assembled in 20 semi-permanently coupled pairs. One unit of such pairs will carry the air compressor for both. The other will have the motor-generator and Edison battery for the two units. This has meant savings in weight and cost. The fully equipped, two-cab car weighs 69,300 lb. Trains of up to eight cars can be operated in multiple unit. All cars have Waugh draft gears and Westinghouse Air Brake automatic couplers with integral air and electric connections.

The bright interiors are designed for easy cleaning and minimum refinishing. Ceilings and window sills are Formica. Floors are vinyl-asbestos tile. The longitudinal seating is upholstered in vinyl-plastic Fabrilite over foam-plastic cushions. Windows are single-pane, fixed Adlake units, and interiors are lighted with incandescent fixtures.

RESTRICTED tunnel clearances and consequent small body cross-section did not prevent Hudson Tubes from achieving attractive interiors with bright colors, plastic materials, and stainless steel trim. The first cars went into service last week.



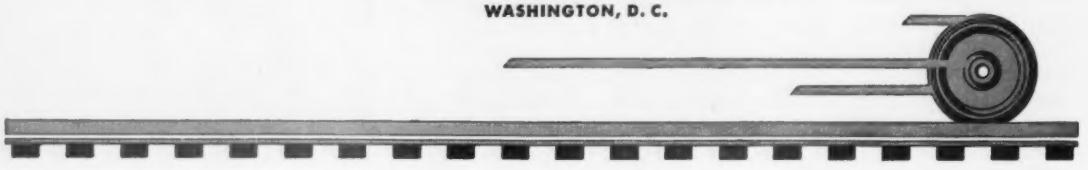
EVERYBODY'S MAIL GOES BY RAIL

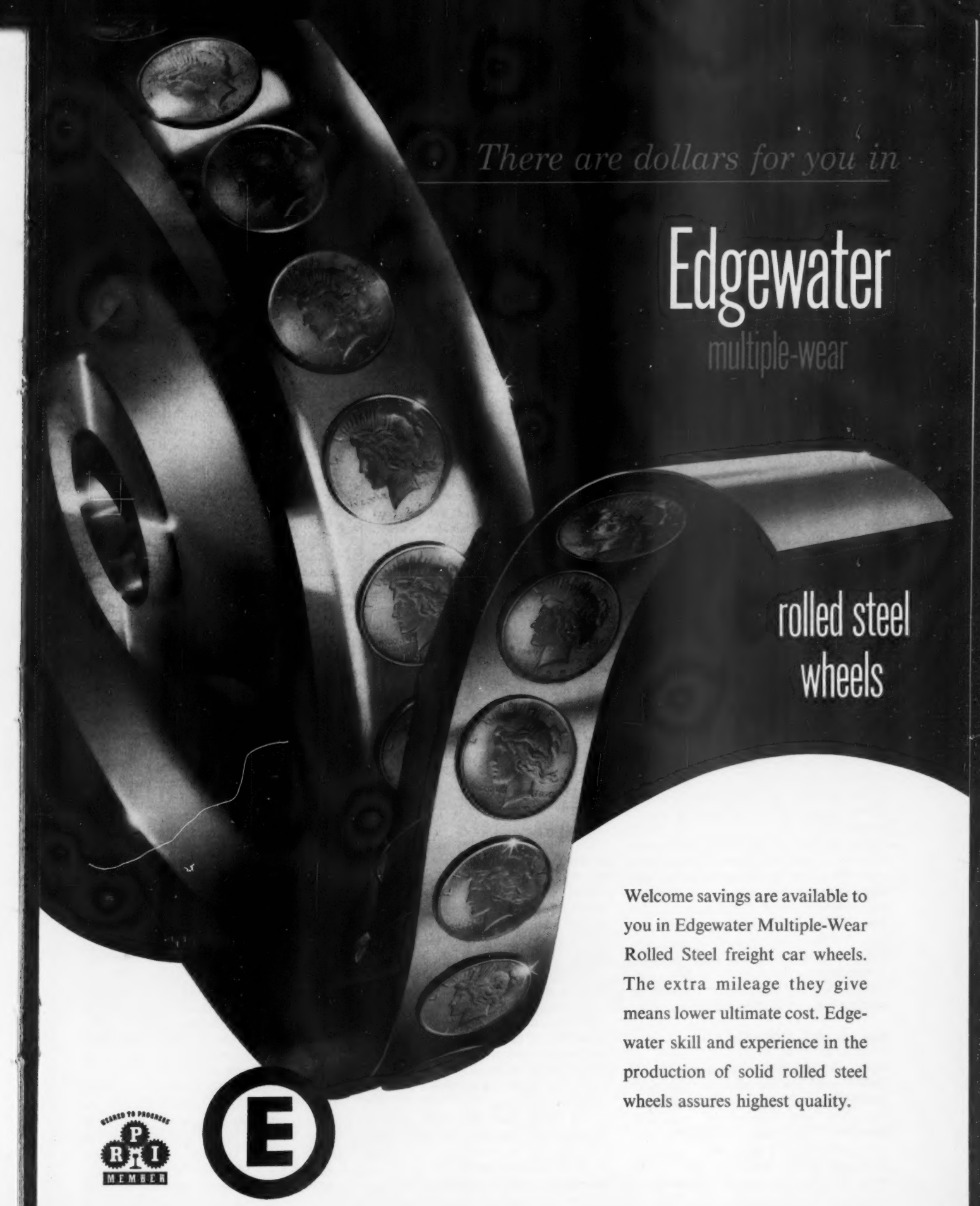
Yes we know that some mail moves by other forms of transportation.

But every community in the United States — from the smallest hamlet to the City of New York — is served by railway mail service. The vast majority of cities and towns receive their mail by railroads direct — the others are served by railroads in combination with other forms of transportation.

In the nearly 3,000 counties served directly by railroads live over 99 per cent of our entire population; in the few counties without railroads, less than one per cent. The few counties without railroads *use and benefit* from railroad mail service because, excepting local pick-up and delivery, most of their non-local letters and packages also travel by rail. Thus, in reality, *every community and every person in the United States uses and benefits from railway mail service.*

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.





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'Bold Proposals' Need Bold Men

What to do about passenger service is one of the railroad industry's most challenging problems. Any, or all, solutions may well involve wholesale departure from tradition. Where, Mr. Hannon asks, are the persuasive railroaders who can break completely with the past?

By R. E. HANNON

Mr. Hannon, assistant to the president of the Santa Anita Investment Service, is no outsider to the railroad passenger business. Before taking his present post, he was research assistant and later chairman of the research committee of the Canadian Pacific. Some of the major projects of the committee involved passenger service and allied traffic, which led to widespread CPR use of RDC's and the road's new transcontinental operations. In 1952, his essay, "How to Make Passenger Service Pay," won an award from the New York Railroad Club (RA, Mar. 31, 1952, p. 55). Mr. Hannon, in addition to his railroad experience, has served as assistant publisher of the daily Albertan of Calgary, Alta. The article herewith was sent to our editor as a reaction to our May 19 "Bold Proposal."

The May 19th issue of Railway Age containing "A Bold Proposal" for unprecedented experiments to force passenger service into a remunerative position is a commanding challenge. Certainly, it is obvious that much of the industry is in a state of emergency. The potential disaster is apparent to employees, government, the supply industries, and even the travelers who still buy hundreds of millions of dollars worth of train tickets.

A wholesale departure from present methods, at least in the area of controlled experiments, is imperative, to learn if economic balance is possible. This is no philosophic pleasantry. The trains are dying fast, crushed by expenses for which the customers are not to blame. The immediate future of useful, even vital, transportation is in very real jeopardy.

Regulatory Abuses

Your "Outrage" series began to clamor for recognition of the abuses railroads suffer from outside regulators. Your "Bold Proposal" now X-Rays a condition in which railroads and their employees are aiding that abuse by mistreating themselves.

On the surface it appears that labor restrictions, federal oppression, taxation, the post office, and local politics are so exclusively devoted to private and conflicting pork-barrels that they present a hopeless array against railroad passenger business. Yet they share a common peril, for there is no disputing the fact that passenger trains and the attendant jobs, revenues, taxes and necessary public service are being slaughtered to extinction.

One Medicine Needed

In this desperate situation there is a sudden need for one medicine your proposal did not cite: aggressive, undefeated men. You have presented the crisis and prescribed "bold" experimentation as the critical diagnosis. I think one question is now inescapable. Where are the "bold" men? Do they even feel free to speak up?

The railroad passenger business, by its subordinate and deficit-ridden nature, has produced few champions. At a time when radical merchandising and daring experimentation are crucial, where are the persuasive men who can break completely with the past? And wherever they are, how much authority do they have?

As the "Bold Proposal" issue declares, to carry out a conclusive experiment between two points, or even with a single train, requires the uninhibited cooperation of a host of presently disunited parties. No casual or general approach has a ghost of a chance of success. It wouldn't get beyond the doors of anybody's passenger traffic department.

Any place where the "bold proposal" is attempted, someone must map a plan and have the personality and conviction to sell it to all the labor, government and management officials whose accord is essential; then weld a committee to supermanage the experiment regardless of how many shackles must be broken with practices outside the experimental zone.

In short, the *sine qua non* is leadership of the most imaginative and determined kind.

Chasing an 'Old Ghost'

On the railroads, only presidents have that kind of authority to use or to delegate. And presidents are burdened with other problems that are also assuming crisis proportions. And many presidents are disinterested in chasing the old ghost of "self-supporting passenger business," even if an experiment promises, for the first time, to bring concessions from all participants and establish a true verdict.

And, finally, presidents may find it not too easy to locate men in their own companies, or to accept nominees from another company, who can be spared and are able and brave enough to wield such emergency powers. The railroads have long been self-critical of their seeming inability to produce crusaders.

Common Cause Not Enough

A common cause does not automatically assure unity. Years ago Robert Young called for a 100-million-dollar public relations program to win fair treatment from government, and public support to save the slipping industry with its huge employment and enormous contribution to the national economy. The reward offered was the legislative treatment the carriers are vigorously imploring now, without an informed public on their side. Instead of judging the cause, the industry judged the man; and the man wasn't popular enough to win wide support.

Yet today's falling revenues and climbing losses, lost taxes, slashed payrolls, reduced purchases, and sweeping retrenchment represent dollar value far above that $100 million. This isn't a recession calamity. It's a calamity of oppressive legislation and national indifference. Now

there's desperation to get the government attention and public reaction that hardly aroused a ripple of assent when Young preached the public relations program.

Your "Bold Proposal" is a blueprint for survival of a core of passenger service on a sound remunerative basis. It will do nothing more than add words to library shelves, however, unless it prompts at least one railroad, or one officer, to seize the initiative.

Perhaps as a first step, Railway Age might poll presidents of passenger-carrying roads to appoint men from their organizations to conduct this urgent experimentation. These appointees would constitute a congress. Presidents who do not wish experiments on their own properties, or to contribute talented manpower to this caucus, can disqualify themselves at once. There is no time for cajoling the disinterested or reluctant. An immediate session of this congress would plot procedure and program, and elect a Master Committee of, say, six.

Alternatively, the American Association of Passenger Traffic Officers could elect a six-man Master Committee, constant in size and chairman, but perhaps filled by rotation.

The Unions' Role

These six would scatter over participating companies to work with each railroad's appointed group and get an experimental route or train under way. In every local project, the group must include a representative of the rail unions. If the rail unions do not find it feasible to elect a single representative, one from each union will be necessary.

In as many areas as is practical, this program should continue until there are enough raw-meat results to warrant wiping out passenger trains or to demand the reforms that will save some.

I do not present this as a perfect plan, nor am I unaware of the multitude of details. It is a quick suggestion, which I hope will elicit several more. Perhaps a Master Committee sounds superfluous, but there should be some overall coordination of what may be widely scattered trial runs so that reforms and methods will be reasonably uniform; and so that every ounce of experience can be accumulated in a master fund of data.

I vote for the "bold proposal." Implementing it will take some time, work and money, but so does doing nothing. There's no reason for waiting; later will only be worse than now.

It would be hard to exaggerate urgency when the problem has revenues and deficits that total billions.

Railroading After Hours with Jim Lyne

FREE BREAKFAST—The Katy's Ritchie Cring says that Bill Heiner—whom I quoted here as suggesting free breakfasts in Pullmans—"must be psychic." Toward the end of June, Katy's No. 22, arriving Kansas City about 8 a.m., lost its diner—but passengers get free coffee, rolls, doughnuts. The customers appear to like it, and the free refreshments cost a lot less than dining car service would.

On the subject of providing good passenger service at reasonable cost, I hope everybody read the letter from New York Central's Jack Gallagher on p. 54 in our last week's issue.

In Europe, Jack points out, passenger service is being kept profitable and growing by (1) crews no larger than needed, (2) 8 hours' work a day, (3) rail fares lower than air fares. Provision of stations by municipalities, and freedom from property taxes, also help.

The remedies for the passenger situation are not too big a secret. The trouble is that too many of those involved seem to dislike the necessary medication—even to the point of preferring death instead.

LADY FROM INDIANA—Miss Lucile Pell of Indianapolis suggests that there ought to be more publicizing of VIP's who ride trains. Also, that there should be observation galleries around major stations—so people could see what's going on, as is done at air terminals.

Miss Pell has a lot of other imaginative ideas, mostly about passenger service. I like the passenger end myself, of course, but I keep coming back to the thought that the real bread and butter is in the freight business.

Who knows how to make a lot of improvements in freight service, without having to spend too much money on them?

EDDYSTONE CHANGES—I note that all the Baldwin Locomotive buildings between the railroad tracks and the river, at Eddystone, have been razed. They turned out a lot of locomotives in their heyday, back in the twenties—but they weren't in business long, compared with the old Baldwin plant in the heart of Philadelphia. That plant wasn't razed till the thirties.

Some of the newer industries nowadays seem to have a way of avoiding the risks of rapid obsolescence. They don't put much of their own money into plant which may suddenly become out-of-date. Look at all the so-called "defense plants"—operated by private industry, but built at the taxpayers' expense.

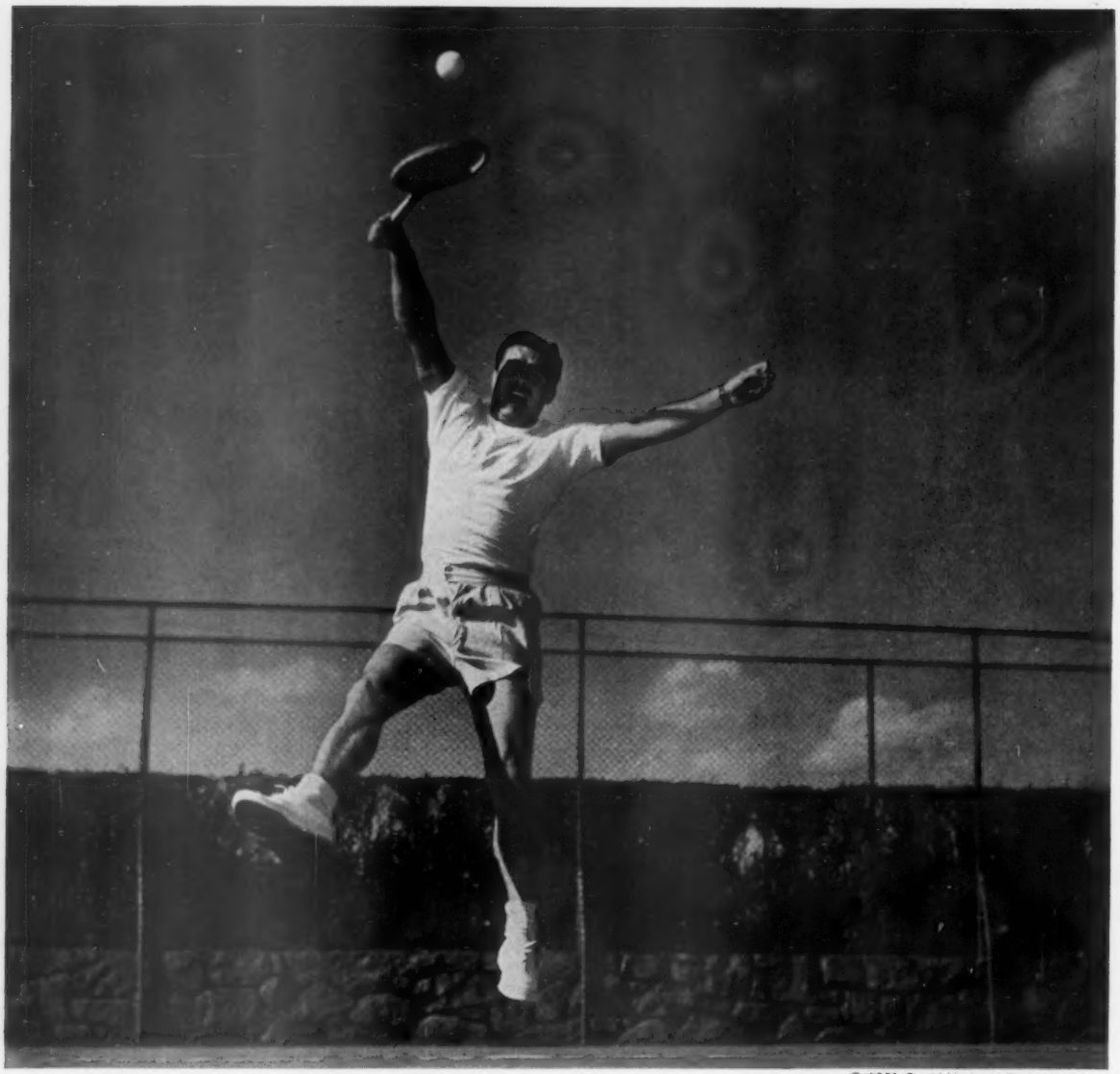
I get to thinking of some of the industries that have grown fastest, especially in the past decade—how many of them have done so without heavy reliance on government aid, government contracts, or government-provided facilities?

LOCAL PROMOTERS—My retired associate Ed Woodward, writing from Oregon, sends along a clipping about a new air terminal at Portland, costing the local taxpayers $13,000,000. Practically every city in the country is pouring out its taxpayers' money to promote air transportation—and, if there's a river around, they're doing the same thing for the barges. And, of course, for highways. And the St. Lawrence boondoggle.

To me, it does not make sense that every form of transportation except railroads should be getting promotional assistance—at both the national and local governmental levels. Why no parallel enthusiasm for railroads? If we could get the answer to that question, probably most railroad difficulties would vanish.

IT'S DIFFERENT IN EUROPE—Europe's socialized railroads have the competitive advantage that they have bureaucrats at the top of government working in their behalf—the way the Army Engineers work for waterways in the U.S.; and the way the CAA works for air transport and the Bureau of Public Roads for highways. The U.S. railroads have no counterparts on the public payroll, promoting railroad expansion.

Private enterprisers in the U.S. appear to lack the zeal and loyalty for private enterprise transportation that socialists and semi-socialists display for socialized transportation.



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RADAR UNIT (arrow), in master retarder measures speed of car leaving Cicero yard retarder.

For the Burlington at Chicago . . .

Yard Automation Pays Off

- **Designed to classify 3,000 cars daily. Cars move through the new yard 3½ hours faster.**
- **Savings are equal to 10 per cent on cost of $4,000,000 investment, after taxes.**
- **Damage to cars and lading has been reduced approximately 85 per cent compared with operations in former flat yard at same location.**
- **Retarder control system is completely automatic. Instruction to operator is that he is to keep equipment in automatic position.**

To help expedite overall movement of freight traffic through the Chicago terminal area, the Burlington has constructed new, completely automatic gravity classification facilities at Cicero, Ill., near Chicago. The new yard replaces several flat switching yards formerly in the same area.

All incoming eastward Burlington trains terminate at the yard, where cars are classified for delivery to connecting railroads, or to industries and freighthouses. The yard also classifies westward outbound cars received from industries, freighthouses and connecting lines, to make up outbound westward Burlington freight trains. Approximately 1,500 inbound eastward cars, and about 1,500 outbound westward cars are handled through the yard daily.

The receiving yard, used for all inbound road trains as well as switch runs from industries and connecting roads, has 16 tracks, with total capacity of 1,386 cars. Incoming trains can enter either end of the receiving yard without interfering with the hump operation. If an incoming eastbound road train includes a long "block" of cars that need not be classified, the "block" can be pulled out the east end of the receiving yard via one of the "receiving yard" leads.

The westward departure yard for outbound road trains has seven tracks with total capacity of 832 cars. The eastbound departure yard, in combination with a storage yard, consists of 22 tracks with capacity of 1,794 cars.

From the receiving yard, cars are pushed eastward up to the hump, from which they coast down to the tracks in the automatically controlled classification yard. This yard has 43 classification tracks, arranged in five groups of seven tracks each, and one group of eight tracks. The yard classifies all cars for all directions.

Switches are operated by direct-acting electro-pneumatic switch machines, controlled by an automatic switching system. The foreman of the crew pushing cars works in an office at the hump. There he pushes buttons which initiate the controls of the switches for routes to the proper classification tracks. The system also is arranged for tape switching.

Electro-Pneumatic Retarders

Retarders are of electro-pneumatic type. A 103-ft master retarder is on the lead down the hump. A group retarder, 84½ ft long, is located on each of the six leads to the various groups of classification tracks. The retarders are controlled automatically by the Velac automatic classification yard system.

A panel machine for manual control of switches and retarders is on the third floor of a brick tower on the south side of the yard, opposite the group retarders. With the automatic control normally in effect, primary duty of the man at this machine is to watch cars to see they go to the correct class tracks, and that they keep going to couple with cars standing there. When trimming is underway, this operator controls the switches and retarders manually. More than six months' service has proved that the automatic control system works as intended. Therefore, the standing instruction to the operator is to keep his hands off and let the automatic system control the retarders.

Objective of the automatic retarder control system is to control the speed of each car so it will couple with another car at a speed not exceeding 4 mph. Factors which determine the speed at which cars are released from retarders include:

Weight of car; rollability, as determined by rate of acceleration, on known grades; characteristics of turnouts and curves leading to each of the 43 classification tracks; track fullness, which is a measure of the distance a car is to travel on its classification track, until it couples with the car then on that track; weather conditions, such as extreme temperatures, moisture and wind.

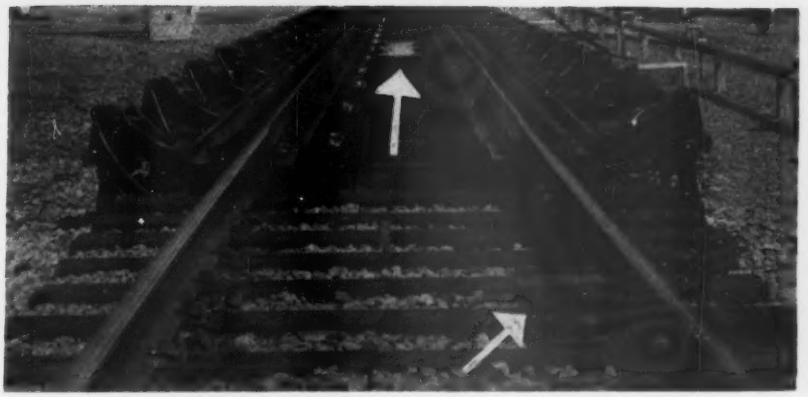
The weight of each car (or cut) is classified by a weighing device known as a "weigh rail," 7 ft in approach to the entering end of the master retarder. The device consists of a special section of rail 7 ft 4 in. long, including a lengthwise slot enclosing special material affected by flexing of the rail under load. The weight of each car is automatically classified as "light," "medium" or "heavy."

Light-weight cars, which are usually harder rolling, are released from the master retarder at higher speeds than "medium-to-heavy" cars. Radar equipment measures the speed of the car constantly while it is in the master retarder. The radar operates at 10,525 megacycles, so that the speed is checked every 9/16 in. as the car proceeds.

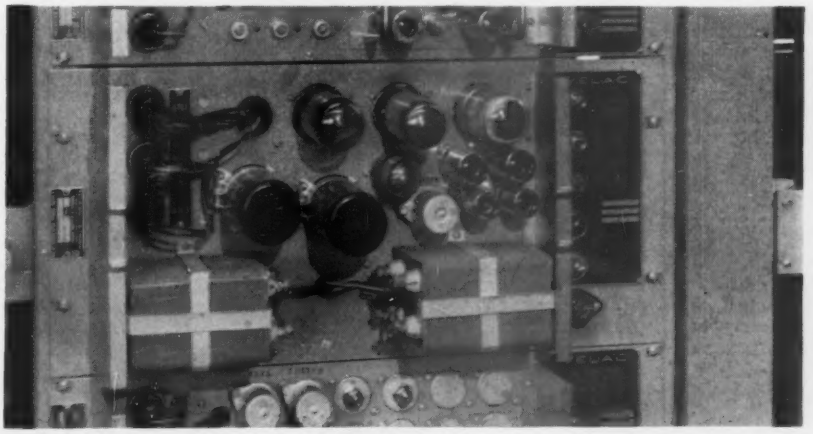
The automatic equipment controls the retarder. When a car leaves the master retarder, the speed is according to that called for within plus or minus 1/10 mph. Normally, a "light" car is released at 12.2 mph, a "medium-to-heavy" car at 10.6 mph. In cold weather cars roll harder. Then the operator turns a dial control from the "Normal" to the "Fast" position. This causes "light" cars to be released from the master retarder at 13.4 mph, and "medium-to-heavy" cars at 11.8 mph. Rain or wet rail causes cars to roll easier (up to 20 per cent faster under some conditions). During warm, rainy weather the operator turns a special dial from "Normal" to "Slow" position, which reduces release speed from the master retarder to 10.4 mph for light cars, and to 8.8 mph for heavy-to-medium cars.

After a car leaves the master retarder it rolls down through switches to the lead to its track group. On the lead, each car passes through its group retarder, then on down through switches and turnouts to its own classification track. Thus, the group retarder for that class track is the last opportunity to control the car's speed.

The Velac electronic automatic system includes equipment for measuring rollability of cars on tangent and curve track. Ordinarily, measurement of rollability on tangent is made on a section from the crest to the master retarder. However, space was not available in this yard to allow enough tangent in approach to the master retarder. Therefore, average values for rollability on tangent, based on weight classifications, are used.

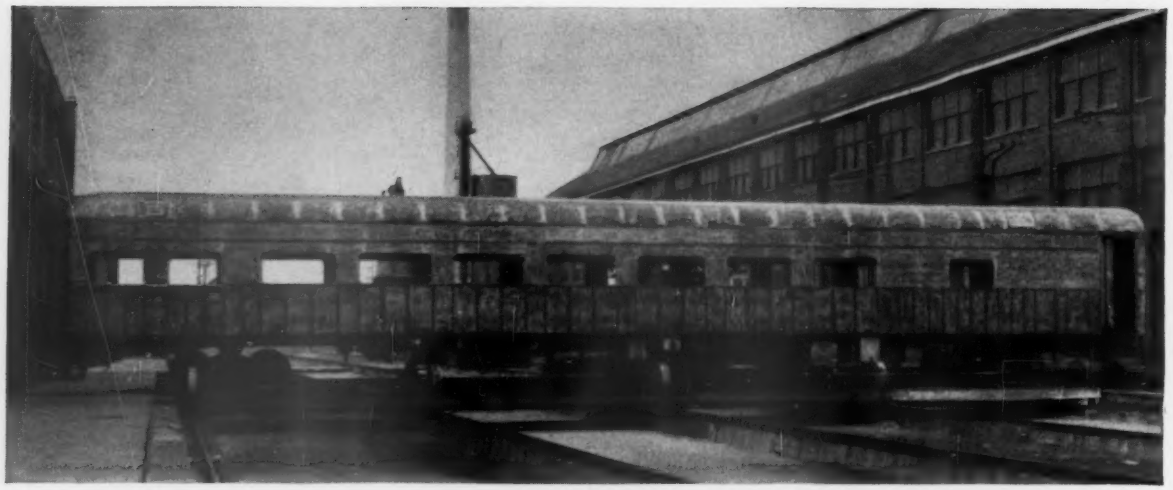


AS CAR APPROACHES GROUP RETARDER it depresses rail treadle (foreground arrow), which counts wheels for track emptiness computation. Radar unit in center of retarder (rear arrow) measures speed of approaching car.

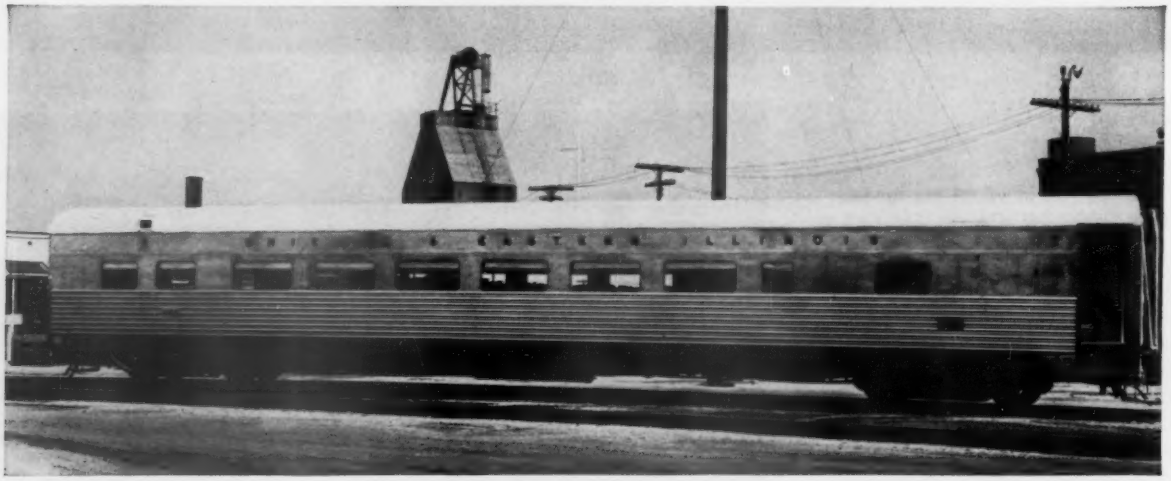


FAST-ACTING ELECTRONIC COMPUTER digests information on rollability (tangent and curve track), cut length, route characteristics and length of empty track to first standing car.

Continued on page 26 ►



At 1/8 of new-car cost, old cars are stripped...



"New-looked" with nickel-containing stainless steel

A low-cost "new look" with nickel-containing stainless steel has added many years of service to this and ten other passenger cars.

The 11 cars were rebuilt at the Chicago & Eastern Illinois Railroad shops for less than the cost of two new cars! That's why you'll want to consider such economical "face lifting" to give new life to your outmoded cars. Here's how C & EI did it:

The cars had painted steel sheathing (which required frequent repainting) above sills, fluted stainless steel siding below. First, they were stripped, inside and out. Next, undersurfaces were sandblasted, patched as necessary, given a protective coating. Last came the rebuilding. Smooth 20-gage 18-8 stainless steel was spot welded in place above sills, and the original fluted stainless, still in top condition, was reapplied below sills with Monel* nickel-copper alloy blind rivets.

Platforms, trap doors, and folding steps were rebuilt in nickel-containing stainless steel. New stainless sheathed door units and stainless wainscoting were installed.

There's good reason why nearly all new passenger cars are made of nickel-containing stainless steel. In structural members, for instance, its high strength-weight ratio enables designers to trim off deadweight. Its corrosion resistance, as in siding, has for many years cut maintenance costs. Car builders (and rebuilders) find that stainless steel's ductility and weldability permit fast, economical fabrication.

The booklet "Nickel Alloys in Railroad Equipment" describes how nickel-containing stainless and other nickel-containing alloys can lower costs, improve appearance and safety factors. Just write Inco for your copy.

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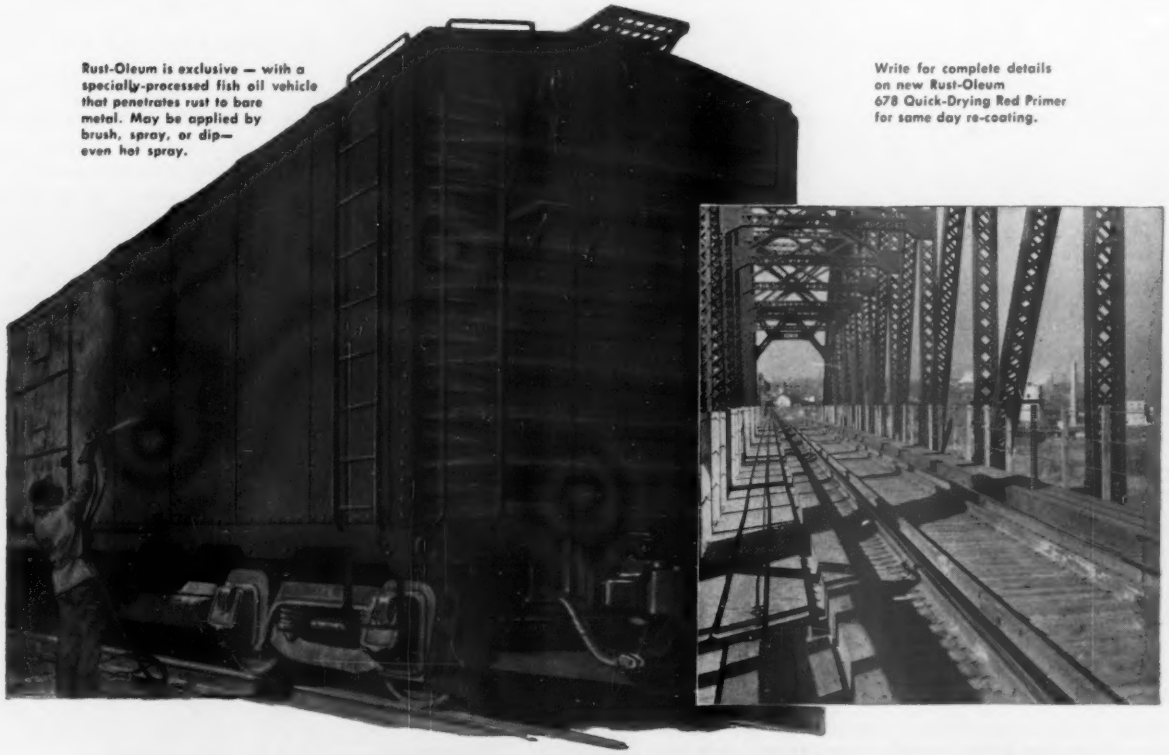
Rust-Oleum is exclusive — with a specially-processed fish oil vehicle that penetrates rust to bare metal. May be applied by brush, spray, or dip— even hot spray.

Write for complete details on new Rust-Oleum 678 Quick-Drying Red Primer for same day re-coating.



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Rust-Oleum Corporation
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Gentlemen: At no cost or obligation please send me a free test sample of Rust-Oleum 769 Damp-Proof Red Primer to be applied over rusted surfaces.

TRACK EMPTINESS IS INDICATED to retarder operator on panel at far right (vertical white lines). He also controls non-interlocked power switches at West yard entrance (left panel). Intercom keys are below the toggles.

SPECIAL SIGNAL TELLS MAKE-UP CREWS WHEN TO STOP SHOVING IN YARD

To make up westbound road trains, yard crews pull cars eastward out of the classification tracks, then push the cars westward on a lead that connects to the long tracks in the westward departure yard. At the far west end of each departure track are four track circuits, each 200 ft. long (about four car lengths). At the east end of the departure yard, on the leads used to push cars into that yard, is a position-light type dwarf signal, in which all four lights are white and normally lighted to display figures or a letter. Painted on the cover glass of the lamp units are: "12," "8," "4" and "E."

When a yard engine is pushing a string of cars west into one of these tracks in the departure yard, and when the lead car on the west end enters the first track circuit, the figure "12" aspect on the dwarf is extinguished, thus warning the engineman to reduce speed. When the lead car enters the second track circuit, the "8" is extinguished, and when the car enters the third track circuit the "4" is extinguished. By that time the engineman has reduced to slow speed.

When the lead car enters the last track circuit the "E" aspect on the dwarf is extinguished. Then the engineman stops, and pulls the cars back east far enough so that the "E" aspect is again lighted. At that location, track length is left beyond the west end of the cars for a four-unit diesel locomotive to couple on with its head end in the clear.

If additional room over and above a four-unit diesel is required for a "fill" on the head end of the train, a "pull back" movement may be made in connection with the display of figures "4," "8" and "12."

(Continued from page 23)

Measurements of rollability of each car on curve track are made while the car traverses the section from master retarder to the proper group retarder. This information is needed for prior knowledge of how a car will operate on curves and turnouts between its group retarder and its class track.

Theoretically, if a car had no rolling resistance, the rate of acceleration would be according to Newton's law of gravity—32.2 ft per second, reduced in accordance with the grade, in this instance 1.06 per cent. A measurement of the increase in velocity on a known grade, compared to the theoretical value with no resistance, provides a figure which represents the rollability of the car.

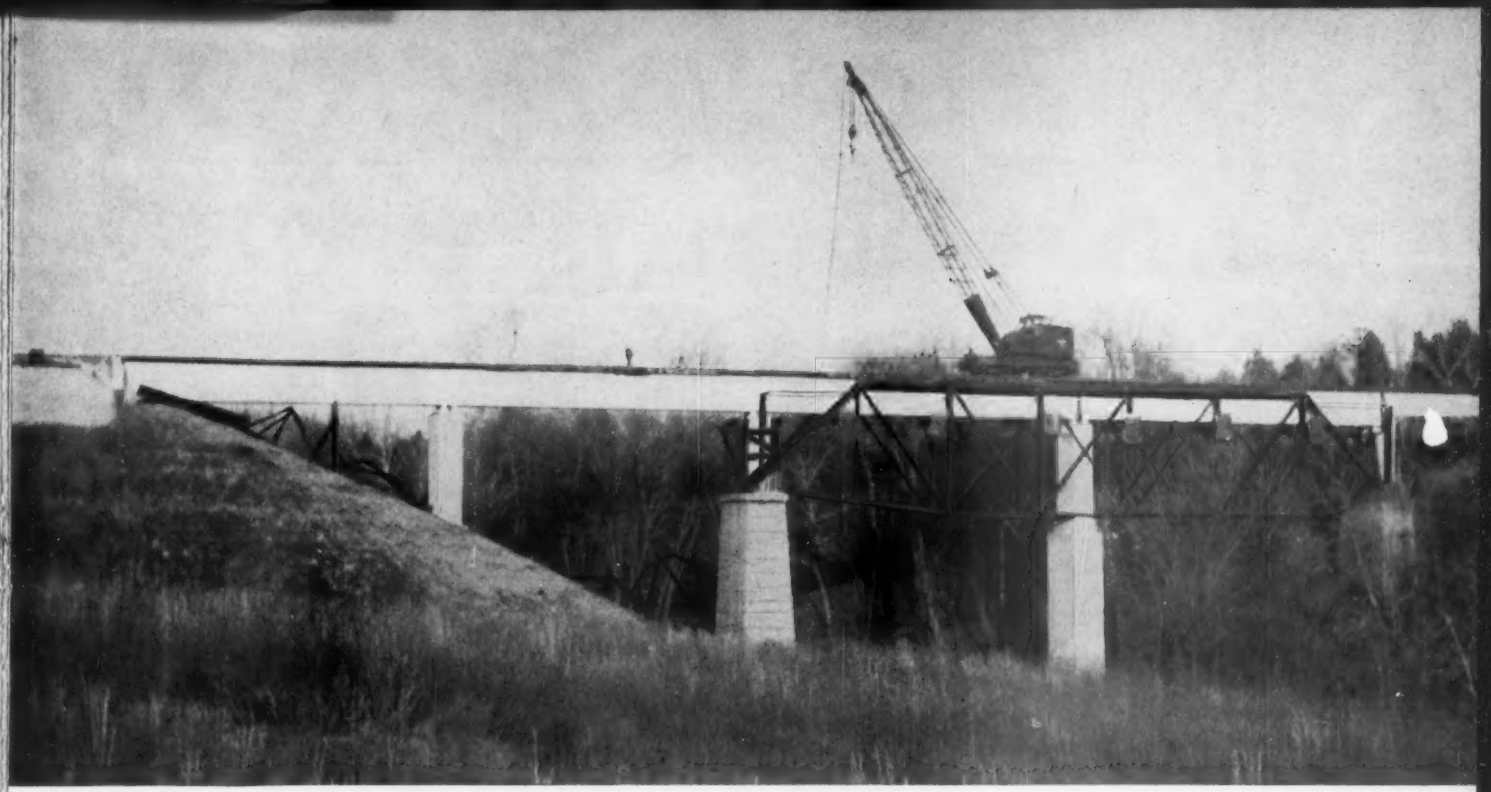
How Cut Length Is Determined

A car or cut of cars is not free rolling until the rear wheels leave the lower end of the master retarder. Therefore, free rolling distance from master retarder to the entering end of the proper group retarder is the total distance minus the length of the car or cars in a cut. A method to determine the number of cars in each cut uses four successive track circuits in approach to the entrance of each group retarder. For example, a 29-ft car; a car between 29 and 58 ft long; a cut of cars 58 to 73 ft long; a cut of cars 87 to 116 ft long; or a cut in excess of 116 ft.

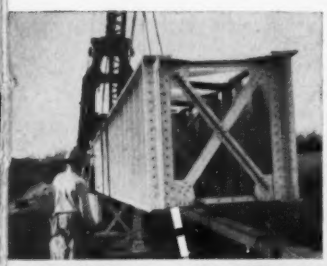
When the number of cars in a cut is determined, radar equipment at the center of the master retarder—directed down the grade—reads the speed of each car or cut, so they leave the master retarder at proper speed. Radar equipment at the center of each group retarder—directed up the grade—reads the speed of each car or cut as it approaches a point 2 ft 4 in. from that retarder. Subtracting the two speeds gives the increase in velocity. The electronic equipment derives a value for the rollability of that car or cut.

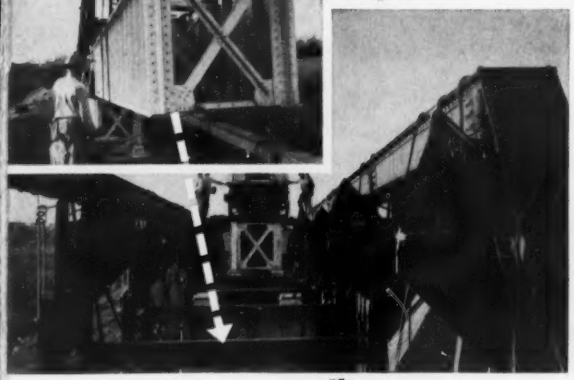
If a car leaves the master retarder within plus or minus ¼ mph of requested speed, a "yes" function is delivered to the automatic switching system. If "yes" is received at the group retarder, it is assumed the car left the master retarder at predetermined speed as a function of weight and FNS setting.

The distance a car is to travel on its classification track before coupling with the car standing there, is a factor in calculating the speed at which a car is to be released from its group retarder. A Silec mechanical-type track treadle is on the gage side of one rail about 6 ft in approach to the entering end of each group retarder. Each wheel actuates the treadle; thus four operations indicate the passing of a car. *(Continued on p. 28)*



Traffic interruptions averaged only 6 hrs. 26 mins. per span on big replacement job!





Girder span number four is being lowered into position between trusses of the old bridge.

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The replacement of the Southern Railway Company's Big Indian Creek Bridge near Crandall, Indiana, which might have been an awkward, time-consuming job, was completed quickly through employing a unique modus operandi.

The old bridge consisted of seven girder spans and one deck truss span. The modern replacement structure consists of five deck plate girder spans: one 45′6″ long, two of 77′0″, and two of 69′6″. A total of 189 tons of structural steel went into the new bridge which was designed, fabricated and erected by American Bridge.

The procedure followed in replacing a span was to set each new girder without removing any more of the old structure than was absolutely necessary. When the break was made, the new girder spans were set between old girders or trusses. Prefabricated deck sections (ties, guard rails and tie pads) were then placed on the new girders and made ready for the rails. The entire operation was completed with only *four* interruptions of railroad traffic, for an average of only 6 hrs. 26 mins. per span.

Discuss your next construction problem with us. We have the men, the equipment and the experience to save you time and money.

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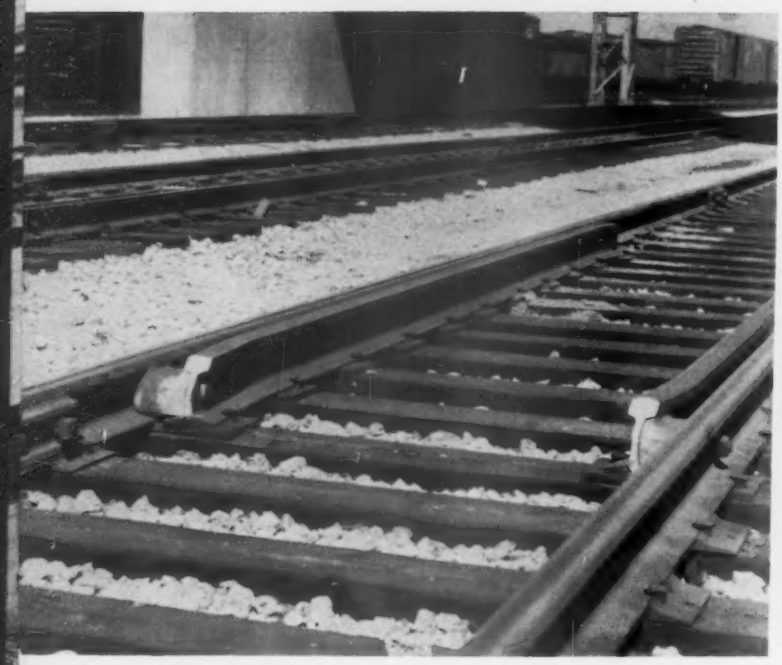
United States Steel Export Company, New York



GUARD RAILS STRAIGHTEN SKEWED TRUCKS

To help straighten "skewed" trucks on cars, the Burlington yard includes two guard rails 16½ ft. long on the first portion of tangent beyond the curve of the turnout leading to each of the classification tracks.

The yard contains 93.2 miles of track, 383 turnouts, 12 lap turnouts and 4 slip switches. Rail from hump crest to the clearance point on classification tracks is 129-lb. section of Burlington design. Other yard tracks are relay rail, 90 lb. to 112 lb. Slag ballast is used.

Grade down the hump is 4.36 per cent through the master retarder; 1.06 per cent between the master and group retarders; varies from 1.0 per cent to 1.48 per cent through the group retarders; and is 0.13 per cent in the classification tracks.

The Railroad Products Division of American Brake Shoe Company furnished all the 129-lb. special trackwork for the hump and main leads into the classification yard. This includes standard No. 9 and No. 11 turnouts with manganese tips on the curved points to offset the expected wear. Racor type 3131 adjustable braces, and heavy duty integral-base solid manganese self-guarded frogs, are used. Nine special lap switches were also involved in the heavy traffic main leads, with manganese tips on the special 13-ft switch points. Racor 22 automatic switch stands were installed on switches at the east end of the receiving yard, the east end of the 43-track classification yard, and both ends of the departure yard.

Other special trackwork furnished by American Brake Shoe included six manganese-insert, integral-base depth hardened crossings over the main lines and two leading to the partially completed new freighthouse.

(Continued from page 26)

Based on controls from the automatic switching system, each indication of the passing of a car, at the treadle, actuates a Kellogg impulse counter. Two Kellogg impulse counters are used: one counts units, the other counts tens. Each step introduces 100-ohm resistance into the circuitry of the electronic controls. This affects the controls so that "distance to go" is a factor that makes a corresponding reduction in the speed at which a car is released from its group retarder. For example, if other factors establish a release speed of 9 mph for a cut to go to the far end of a 100-car class track, release speed would be reduced to about 7 mph by the track-empty factor if the track is already half full. Release speed would be cut to about 5 mph if the track is nearly full, so that car is to go only four or five car lengths.

The machine in the retarder control tower includes not only levers for controlling switches and retarders, but also a special panel—at the right—which includes small numbered indicators—one for each class track—that are controlled automatically by treadles. This indicates the number of car lengths of track that are not occupied on each class track.

When cars are pulled from a class track, an operator flips a key and steps on a footswitch which runs the indicator to correct the figure displayed. This action by the operator also resets that portion of the automatic control involved with the length of track that is unoccupied on the corresponding classification track.

The 52nd Avenue viaduct crosses the classification yard at the west end and wind velocity may vary from that which prevailed at the time rolling characteristics were measured west of the viaduct. Strong wind from the west may increase the speed of a car as it rolls along its classification track. Or wind from the east may reduce the speed. An anemometer, operated by wind in any direction, is mounted on a 20-ft mast near the center of the classification tracks. The anemometer controls an indicator, showing wind velocity, mounted on the panel of the operator's control machine. By means of a knob, which operates a potentiometer, the operator can make a small change, plus or minus, in the value representing the tangent rolling-resistance factor.

Thus, a value is determined for each factor: rollability on tangent; rollability on curves; length of cut; characteristics of route to each class track; and length of empty track to first standing car. Also, provisions are made for extremely cold weather, strong wind and wet rail.

Each factor value is represented by a separate d.c. voltage. When each car or cut is immediately approaching its group retarder (34 in. from it), the car enters a short track circuit which causes stored d.c. voltages to be fed to an analog electronic computer. The computer, within a millisecond (time for relays to operate), produces an answer, which is the speed at which the car is to be released from the group retarder. Then the system controls the retarder accordingly.

Each computer is normally in operation solving a typical problem. Thus the computer is hot, so that it can solve any new incoming problem instantaneously. If a computer, in normal operation, fails to solve its normal problem, the failure is indicated. This expedites replacements and minimizes delays in yard operations.

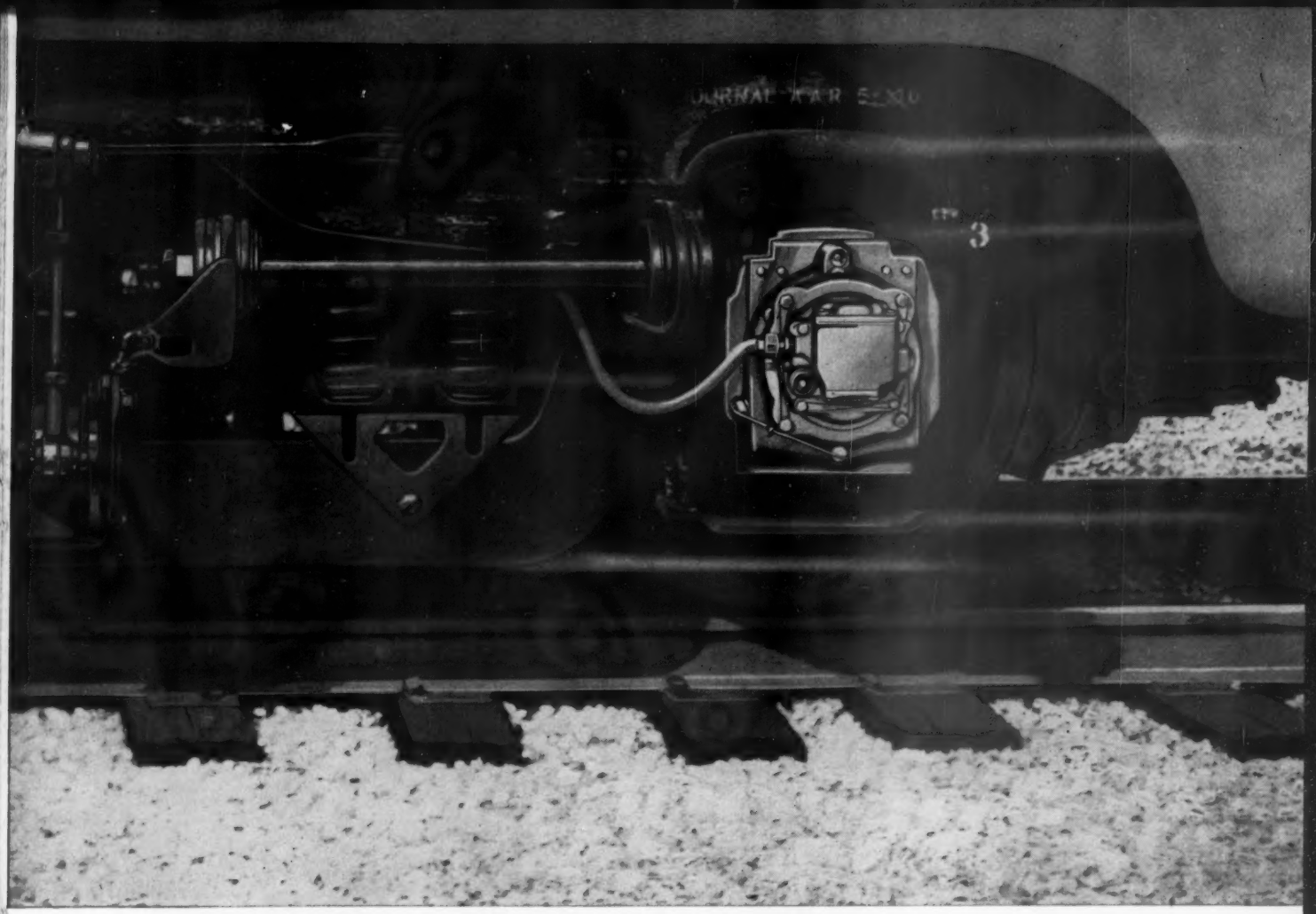
Who Made What

The insulated wire and cable in the power switch, retarder, and interlocking portions of this project were furnished by The Okonite Company. Solderless wire terminals were made by AMP, Inc. Storage batteries for relay and control circuits are the lead type made by Exide. The power switch machines, car retarders, Velac automatic control systems and cab signaling equipment were made by the Union Switch & Signal Division, Westinghouse Air Brake Company. The car retarder and power switch project was planned and installed by Burlington forces under the direction of A. L. Essman, chief signal engineer, Burlington Lines.

NEXT WEEK

How the Q's new yard utilizes the latest in . . . .

Communications



Keeping Wheels Turning Cuts RE-Turning!

Westinghouse AP MECHANICAL PNEUMATIC Decelostat® Controller

Turning Wheels are *earning* wheels. When they're rolling on the track, they're playing their part in paying a return on the money invested in the equipment. When they're being RE-turned, it's a costly, time-consuming operation.

There's a practical way to keep wheels *off* the lathes and *on* the tracks . . . with the Westinghouse AP Mechanical-Pneumatic Decelostat® Controller. At the first hint of a slip, the Decelostat Controller momentarily relieves braking pressure . . . permitting wheels to regain train speed . . . then, braking pressure is immediately built up to train level.

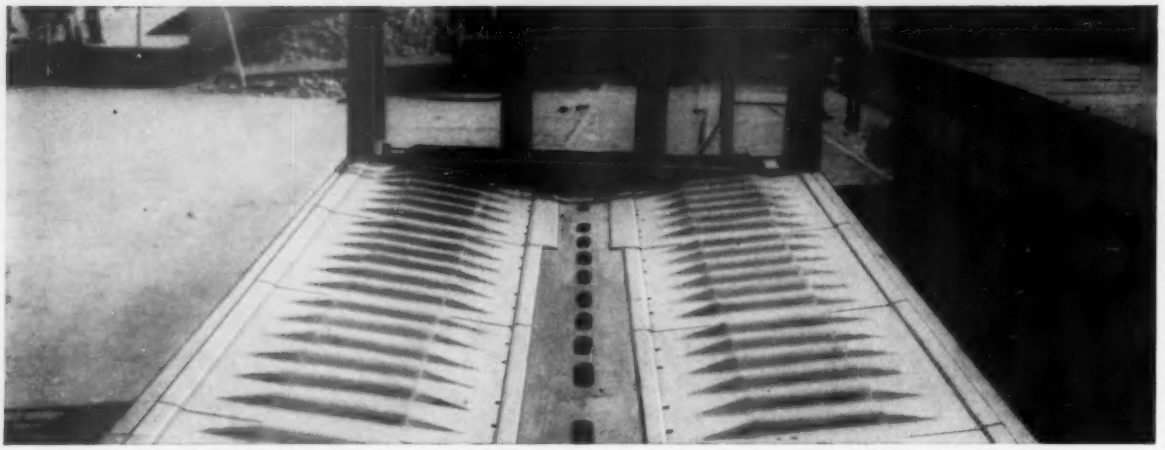
Because braking pressure is relieved the instant wheel slip *starts* . . . the slip is arrested *before it can* develop into a *slide* . . . and you save the cost of many flat wheels.

Westinghouse Air Brake COMPANY

AIR BRAKE DIVISION WILMERDING, PENNA.

Here's **STANDARD'S** *responsibility to the railroads at work...*

Standard's new Pulpwood Deck *prevents* this ⬆



Corrugated Floor is 3 Times stronger than Flat Plate— designed to withstand incessant beatings!

Here's a Pulpwood Deck specifically designed to take the twisting, tearing, banging impacts of "orange peel" unloading devices—and come back for more. Standard's new Corrugated Floor, three times stronger than flat plate of similar thickness, keeps cars in service longer . . . cuts maintenance and replacement costs. The corrugations add stiffness and rigidity to the floor. And the flooring comes pre-fabricated to your specifications for easy handling and immediate assembly to your underframes.

Your Standard representative has full details on new, tough, economical Corrugated Floor . . . tailored for your immediate use.

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How to Save $18 Million a Year

Railroads pay a heavy penalty for not simplifying and standardizing items that can benefit from mass production. Here's what a Purchases & Stores Division committee found out about the high cost of being different.

With railroads gripped by a serious cash shortage, economy is getting more attention than ever. Old methods are being re-examined to see if the same job can't be done cheaper some other way. With this in mind, the Simplification and Standardization committee of the AAR's Purchases and Stores Division set itself a new task.

The committee decided to "study and report on what it is costing the railroad industry by catering to individual whims and prejudices in the procurement of certain designated items, rather than by mutually agreeing on the adoption of standardized products from standardized components lending themselves to mass production."

The report, presented at the recent P&S Division annual meeting, showed the possibility of substantial savings. Delegates to the convention went home with a request that they bring the report to the attention of top management on their respective roads, if possible to have the situation brought before the full AAR board at an early meeting. In the meantime, individual purchasing agents are pointing to the need for definite action from top management to end the present wasteful situation. First reactions indicate substantial support from the suppliers.

The commitee's first approach was to study the cost of failure to adopt universal basic standard specifications for steel sections used in 50-ton all-purpose car construction, particularly in such things as center sills, "Z" sections, angles, channels, side sill reinforcements, and door posts. The second approach was to determine the penalty cost of not having simplified and standardized on heavy steel castings, specifically side frames and bolsters.

The first step was to obtain, from a questionnaire answered by 48 member roads, information about steel sections used or specified for general service box cars. Tabulations were prepared to show differences in specifications for center sills, floor stringers, side posts, side sills, side sill reinforcements, door posts and floor beams.

Center Sills

Nine different center sill specifications were found to be in use, ranging from a 36.2-lb per ft, 12⅞-in. copper bearing sill for a 40½-ft car to a 51.2-lb, 13 1/16-in. non-copper-bearing sill for a 50½-ft car. In between came the 41.2-lb per foot sill section recommended by the AAR and which is now considered standard.

About half the 48 roads used the 36.2-lb center sill, which gave them a lower cost than if the base were used. One road uses the 51.2-lb section, which costs an additional $84.88 per car. Another difference was found in the specification of copper bearing sills. Roads specifying 41.2-lb copper bearing center sills paid $8.45 extra per car for 40½-ft cars, and $10.51 extra for 50½-ft cars.

Fourteen different floor stringer specifications including angles, "Z", I-beams and channels, are in use. If the 3-in. "Z" section 6.7-lb per ft, non copper bearing is considered the base section for floor stringers, railroads using the lighter sections, such as 3-in., "Z" section, 5.1-lb, saved $29.74 per car for 50½-ft cars, while heavier sections, such as I-beam, 3-in., 7.5-lb, added $31.11 to the car cost.

Six different 3-in., "Z" sections and a ¼-in. fabricated plate are specified for side posts. One car builder considers 3-in. "Z" section, 5.1-lb, non-copper bearing as its standard. The majority of railroads use this size, but specify copper bearing, which increases costs $0.13 per post. Railroads using a 6.7-lb section increase their costs about $1.00 per post.

Where the Railroads' Money Goes

What the Committee Studied:

1. Penalty costs to the railroad industry for not having developed a 50-ton general all-purpose box car that could be manufactured by production line methods.
2. The cost of failure to reduce the number of rail sections for which supplying mills are presently required to have rolls available.
3. Cost to the industry of NOT simplifying and standardizing track fastenings, particularly rail joints.
4. The advantages, if any, of adopting simplified and standardized specifications for wood bridge stringers, and what savings might be possible.

What the Committee Learned:

1. The study on box car standardization found that costs are adversely affected, out of all proportion to benefits derived, by individual road specifications. However, not all roads would benefit equally by standardization, since some are already using "box cars—in small lots—at large lot prices" assembled from components lending themselves to mass production.
2. The rail section study offered the large potential benefits to all railroads; it indicated that railroads are spending $13 3/4 million a year unnecessarily by continuing to specify the 43 different rail sections now being produced.
3. The study on track fastenings and rail joints indicated that large savings would grow out of standardization, but that standardization would not be possible until action had been taken to standardize rail sections.
4. There appeared to be little additional cost to railroads in specifying 50 different widths and thicknesses of wood bridge stringers. Suppliers of railroad bridge stringers indicated that it did not add to their costs to furnish the material in the different sizes specified.

Eighteen different side sills are specified by the 48 railroads. Two principal car builders use 6 by 6 by ⅜ in. angles, 14.9-lb per foot. Railroads using a lighter section save as much as $49.90 per car. The railroad using the 12-in. channel, 30.9-lb side sill increased its car cost $297.93 over the car builders' base.

No less than 25 different specifications are used for side sill reinforcements. Considering a builder's side-sill reinforcement fabricated from 5/16-in. plate as standard, the use of 18-in. channel, 42.7-lb. section increases the car cost by $262.62. Use of lighter sections can reduce car cost by $9.11 for a 40½-ft car.

Door posts require 20 different specifications. Using a 4 by 3 by ¼-in. angle as base, other sizes can increase the cost of the car by as much as $31.99.

Nine different floor beam sections in 19 specifications ranging from a 3-in., "Z"-section, 5.1-lb per foot, to a 7-in., I-beam, 15.3-lb section, are used. Use of light sections will reduce original cost, but may require increased maintenance expenditures.

According to AAR figures, 1,397 side frames and bolsters are approved for use on freight cars in interchange. The number of approved designs is increasing. In the two years ended April 1957, 81 new side frames and 26 new bolsters were approved. Eleven more side frames and seven additional bolsters were under consideration when the Simplification and Standardization committee began its study.

Results of the committee study indicated that savings of six per cent or more would have been possible if specifications had been standardized and the number of patterns reduced. Based on 1956 production valued at over $67,000,000, this would have resulted in a saving to the railroad industry of over $4,000,000.

Savings to the railroads could go much further with standardization. For example, reduced inventories resulting from smaller number of patterns to stock would permit buying more at less cost; would reduce delivery time; would permit exchange of castings between roads to maintain cars in service; and would permit the manufacturer to stock castings for immediate delivery, if individual railroad markings were eliminated.

The committee concluded that "pyramiding of specifications by the railroad industry has reached such proportions that it is adversely affecting their costs out of all proportion to the benefits derived—if any." It recommended that:

- The railroad industry should adopt standard specifications for such things as truck bolsters, side frames, center sills, "Z" sections, angles, channels, and side sill reinforcements.
- The railroad industry should notify the producing industry whenever a pattern for either a side frame or a truck bolster becomes obsolete, so it may be eliminated from the producer's inventory.
- When additional truck bolsters or side frames are approved by the AAR, all manufacturers should be given the same number applicable to the unit, instead of each manufacturer being given a separate number.

Rail Section Findings

At least 43 different rail sections, between 65-lb and 155-lb, are available in North America. Five sections accounted for 77.9 per cent of the tonnage of all rail produced in the last five years. Seven of the 43 sections were not produced at all during that period, although facilities for them have to be stocked.

The costs involved for rail producers in furnishing 43 different sections are high.

The committee concluded that "railroads can do much to reduce rail production costs through standardization."

"It is felt," the committee added, "that it will cost railroads the following sums of money *not* to reduce the number of rail sections available: Estimated new rail inventory reduction, $13,219,360; [and] interest on funds unnecessarily tied up in new rail inventory, $528,774, [for a total of] $13,748,134."

The committee estimated that many unnecessary operations are involved in producing joints for a great variety of rail sections rather than for standard sections. If these could be eliminated, substantial savings would result. However, standardization of track fastenings depends on standardization of rail sections, and the committee suggested that further action here be deferred pending results of action on rail sections.

Wood Bridge Stringers

At least thirty-three different widths and thicknesses of Douglas Fir and 17 widths and thicknesses of Southern Yellow Pine are used by railroads. Suppliers of forest products were contacted to develop information as to benefits that might be derived by the industry if a standard stringer were adopted. Producers indicated that base price was governed by supply and demand and that there would be no more price advantage in limiting production to fewer sizes. On the same basis, producers were not interested in accumulating stock piles of a standard. However, the committee felt, "there would be a distinct advantage to the railroads in the same geographical area if they could adopt standards whereby a single emergency stock could be used to serve the several railroads participating." This is also being considered by a Purchases and Stores Division Committee on Forest Products.

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All of Seaboard's fast through-freights today are equipped with 2-way radio to give more efficient operation . . . For example, the Capital, one of the finest examples of Seaboard's expedited freight service, uses Motorola 2-way radio to help maintain its long-haul performances. Motorola radio can increase the efficiency of your yard and over-the-road operations too. Here's a powerful operating tool that pays for itself quickly. Your Motorola Radio Representative will be glad to give you all the facts. Write or phone today.

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MARKET OUTLOOK *at a glance*

Carloadings Drop 27% Below Previous Week's

Loadings of revenue freight in the holiday week ended July 5 totaled 457,661 cars, the Association of American Railroads announced on July 10. This was a decrease of 168,912 cars, or 27%, compared with the previous week; a decrease of 77,673 cars, or 14.5%, compared with the corresponding week last year; and a decrease of 20,636 cars, or 4.3%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended June 28 totaled 626,573 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, June 28

District	1958	1957	1956
Eastern	91,573	118,358	123,091
Allegheny	112,431	147,183	141,708
Pocahontas	52,955	57,379	49,588
Southern	105,050	114,492	116,705
Northwestern	93,362	123,042	130,138
Central Western	120,805	120,531	130,535
Southwestern	50,397	51,748	63,514
Total Western Districts	264,564	295,321	324,187
Total All Roads	626,573	732,733	755,279
Commodities:			
Grain and grain products	64,135	49,692	66,476
Livestock	3,951	4,071	5,831
Coal	122,064	126,960	106,142
Coke	5,739	9,636	10,806
Forest Products	35,366	39,802	48,561
Ore	53,698	90,583	81,579
Merchandise l.c.l.	45,135	54,968	59,979
Miscellaneous	296,485	357,021	375,905
June 28	626,573	732,733	755,279
June 21	627,677	746,764	799,592
June 14	622,221	746,122	801,428
June 7	612,715	733,477	787,075
May 31	529,547	671,045	719,209
Cumulative total, 26 weeks	14,298,455	17,840,396	18,929,046

IN CANADA—Carloadings for the seven-day period ended June 21 totaled 82,230 cars, compared with 83,761 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
June 21, 1958	82,230	28,154
June 21, 1957	88,282	32,514
Cumulative Totals:		
June 21, 1958	1,712,694	694,663
June 21, 1957	1,844,858	806,370

New Equipment

PASSENGER-TRAIN CARS

► *N.Y. Transit Authority Plans $70.5 Million Car Order.*—The New York City Transit Authority contemplates spending $70.5 million next year for 550 new subway cars. The plan calls for 350 new cars for Interborough Rapid Transit, at a cost of $42 million, and 200 cars for Brooklyn Manhattan Transit, at a cost of $28.5 million.

FREIGHT-TRAIN CARS

► *Repair Ratio at New High.*—With 124,633 cars held for repairs out of a Class I fleet totaling 1,749,244, repair ratio reached a new high on June 1. It was 2.6% higher than on June 1, 1957, AAR report summarized below shows.

	June 1, 1958	June 1, 1957	% Change
Car ownership	1,749,244	1,726,867	+22,375
Waiting repairs	124,633	77,784	+46,849
Repair ratio	7.1%	4.5%	+ 2.6%

Maintenance Expenditures

► *Down 16.3% in April.*—Expenditures by Class I roads for maintenance of equipment, way and structures in April 1958 were down about $46.9 million compared to the same month in 1957, according to report of ICC Bureau of Transport Economics and Statistics summarized below:

	April 1958	April 1957	% Change
Maintenance of Way & Structures	$ 99,330,639	$122,882,897	—19.2
Maintenance of Equipment	141,575,827	164,960,582	—14.2
Totals	240,906,466	287,841,479	—16.3

New Facilities

► *Canadian National.*—Contract for construction of a 1.73-mile industrial spur to serve new refineries and a new thermal plant in St. John, N. B. (RA, May 19, p. 87) has been awarded to Modern Construction Ltd. Other activity: The line has asked for bids on construction of a concrete subway to permit the Trans-Canada Highway to pass under its track at Berry Mills, near Moncton. Bids have also been invited for excavation work to prepare for track-laying at CNR's new diesel maintenance shop under construction at Senneterre, Que. Nearly 600 feet of trackage will serve the 145-ft long Senneterre shop, which has a capacity of eight locomotives.

► *City of Chicago.*—Will spend $4 million on improvements to Navy Pier to accommodate ships using the St. Lawrence Seaway. Part of the project will be construction of additional trackage to connect with the Chicago & North Western spur serving the pier. Contract awards will begin this summer; full operation of the new facilities is scheduled for summer of 1959.

► *Union Pacific.*—Awarded the prime contract for construction of a new freight station at Portland, Ore., to Andersen-Westfall Company, Inc., of Portland. Work on the project will begin immediately; construction is expected to be completed within a year. Cost of the installation, part of UP's Albina Terminal expansion, has been estimated at $2 million, (RA, Apr. 21, p. 45).

a RAILWAY AGE time-saver page

A Time-Saving Gambit for the Santa Fe

Santa Fe passengers for San Francisco now leave their train at Richmond, Calif., (above) and travel the rest of the way by bus—a gambit that saves both time and money for the railroad. Formerly the train-to-bus transfer took place at Oakland. Santa Fe saves an additional 15 minutes by avoiding a congested area that includes 91 grade crossings. Deadhead train movements are also eliminated by the change. (RA, June 16, p. 46.)

Rail Labor Cool to Hoffa Bid

Railroad labor has turned a cold shoulder to Jimmy Hoffa's ambitious dream of an all-embracing league of transport workers.

A personal message from Grand Chief Guy L. Brown to the 70,000 members of the Brotherhood of Locomotive Engineers last week warned that such an organization "might become so powerful that it could result in the destruction of the nation."

Other rail union leaders deferred immediate comment. However, several indicated that they saw no beneficial purpose in the Hoffa proposals. Fears were expressed that the outcome of the Hoffa-initiated Conference on Transportation Unity might become a rival to the AFL-CIO or to the Railway Labor Executives Association.

Thus far, Hoffa, head of the powerful Teamsters Union, has allied his organization with the International Longshoremen's Association and the National Maritime Union. He's expected to move next to line up the west coast International Longshoremen's and Warehousemen's Union and the Seafarers International Union.

His plans are known to include proposals aimed at the railway unions representing more than 800,000 employees—a sizable chunk of the approximately 3,500,000 workers in the entire transportation field.

Hoffa already has what might be termed a foothold in the railroad industry indirectly, through Teamster affiliation of drivers (and in some cases clerks) employed by railroad subsidiary truck lines.

Here are some of the reasons why Hoffa would have rough going in attempting to enlist railroad workers generally:

- Railway labor already has its Railway Labor Executives Association, covering some 23 organizations.
- A number of rail unions, including the big Railway Employees Department of the Shop Craft Employees, are affiliated with the AFL-CIO. George M. Harrison, president of the Brotherhood of Railway Clerks, is also a vice president of the AFL-CIO. And the AFL-CIO has already expelled the Teamsters on corruption charges.
- Railway labor has taken a just pride in its clean record as regards racket-ridden or Red-tainted unionism.
- Many of the railway brotherhoods trace their ancestry back to the 19th century. They have a lengthy history of autonomy of operation and aren't likely to surrender that independence, even to the extent that a loosely organized league might require.

Court Backs C&NW

Line Told It Can Eliminate Two 'Unnecessary' Trains

The Chicago & North Western's on-again-off-again Omaha-Chadron, Neb., passenger operation is off again—apparently for good.

The Nebraska Supreme Court this month handed down a sternly-worded opinion, giving C&NW a victory and reversing the state railway commission—which had once previously reversed itself. The court action leaves in effect a commission order permitting discontinuance of the two trains and caps a case stretching back almost two years.

The formal proceedings began Aug. 15, 1956, when C&NW filed for abandonment of the trains. Hearings were held, almost a year later. Then on Feb. 7, 1958, the commission ordered the operation discontinued as of Mar. 15. A motion for rehearing was filed and the commission thereupon entered a new order last Mar. 7 to require continued operation of the trains. It was this last order which the railroad appealed to the supreme court.

Among the comments made by the court in its opinion:

"There is a general duty imposed upon railroads to provide service where such service is necessitous. But where such public necessity does not exist, and adequate service can be had from other forms of transportation, it is the duty of the railway company to seek and the commission to approve the elimination of such unneeded and costly service . . .

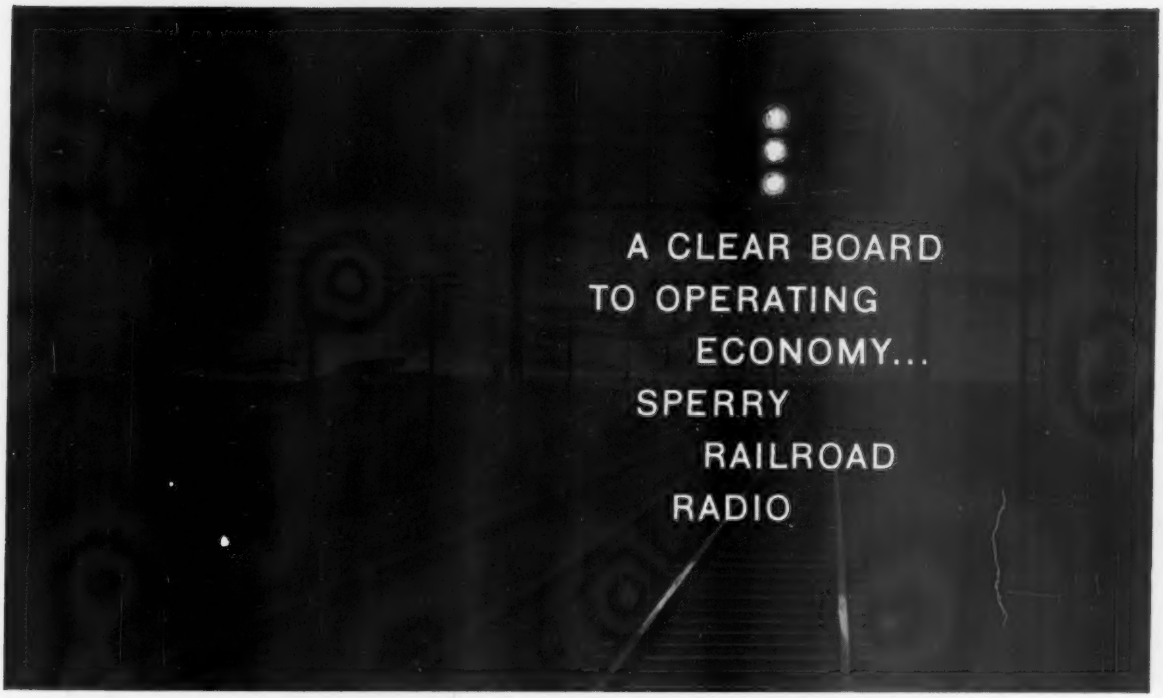
"The purpose of commission control of railroads is to secure adequate, sustained service for the public at a minimum cost. The commission is not in the position of an owner. It has a duty to the railroads as well as to the public. It must protect and conserve the investments in the railroads and insure a reasonable return . . .

"The elimination of branch-line passenger trains and a reduction in mainline passenger service appear certain because of the desire of the public to use other forms of transportation. The change is consistent with the desires of the public which will not be prevented or stayed by the orders of regulatory commissions. A failure to recognize the existing situation can only result in . . . great losses . . ."

General American Reefer May Be Ready Soon

General American's new LPG-driven refrigerator car may be ready in the near future.

Test cars were operated experimentally for over two years with excellent results and 1958 AAR rules approve interchange for freight movement. The propane units, with few exceptions, will be able to go anywhere in the U.S. Main restrictions are on the Long Island and New York, Susquehanna and Western.



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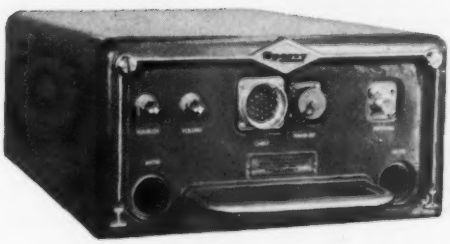

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People in the News

CANADIAN NATIONAL.—**Paul R. Blanchet** appointed manager of real estate, Western region, Winnipeg, Man., succeeding **G. G. Baird**, retired.

O. E. Berringer, general superintendent, Saskatchewan district, Saskatoon, named general manager, Western region, Winnipeg, succeeding **F. H. Keefe**, retired. **A. C. Nicholls**, superintendent, Portage—Brandon division, Winnipeg, succeeds Mr. Berringer at Saskatoon.

DELAWARE & HUDSON.—Pennsylvania—Susquehanna and Saratoga—Champlain divisions placed under jurisdiction of **Philip W. Young**, superintendent, Albany N.Y. Abolished position of superintendent at Oneonta, N.Y., held by **Joseph C. Brennan**, who has been appointed assistant superintendent, Albany. **Robert N. Clemons**, assistant superintendent and trainmaster, Pennsylvania—Susquehanna division, remains at Oneonta as assistant superintendent. **Gordon R. Mathewson**, assistant superintendent and trainmaster, Saratoga—Champlain division, remains at Albany as chief trainmaster. **James R. Williams**, assistant trainmaster, Whitehall, N.Y., appointed trainmaster there. **Howard W. Hontz**, assistant trainmaster, Oneonta, appointed trainmaster, Carbondale, Pa. **Bruce W. Nyland**, assistant trainmaster, Pennsylvania—Susquehanna division, Oneonta, named trainmaster there.

NICKEL PLATE.—**R. A. Julian**, general freight agent, New York, appointed freight traffic manager there, succeeding **A. B. Bierdeman**, who retired June 30.

PACIFIC MOTOR TRUCKING COMPANY.—**B. R. Johnson**, vice-president and general manager, named president and general manager of this company, a Southern Pacific highway subsidiary.

PENNSYLVANIA.—**Charles H. Wolfinger**, district sales manager, Wheeling, W.Va., appointed assistant district sales manager, New York region, succeeding **Percy C. Cornes**, retired. **Silas S. Salter**, sales manager (Canada), Toronto, Ont., retired June 30.

Warren R. Elsey, vice president, Philadelphia, retired June 30.

F. Paul Hyland, train dispatcher, Buffalo, N.Y., named supervisor of freight service, Northern region, at that point, succeeding **George E. Krieg**, retired.

Robert W. Tackbary, general manager, Truc-Train, of the PRR, named president of all the wholly owned trucking companies of this road, as part of a program designed to simplify the management organization of the six trucking firms.

PITTSBURGH & WEST VIRGINIA.—**Charles J. Graham**, chairman of the board, Pittsburgh, retired July 1, at his own request. **R. N. Shields** remains as president and becomes chief executive officer. **Albert H. Graham**, vice president, secretary and treasurer, elected executive vice president and treasurer. **James A. Parsons**, staff assistant, elected secretary and assistant to president.

UNION PACIFIC.—**R. R. Pope** appointed general traffic agent, Pasadena, Cal., succeeding **Louis A. Wirgler**, who retired June 30.

S. S. Furlong appointed division storekeeper, Albina, Ore.

James G. Johnson appointed general traffic agent, Sacramento, Cal., succeeding **Frank A. Fox**, who retired June 30. **Arthur H. Clark** named district traffic agent, Klamath Falls, Ore.

L. P. Drew, assistant chief engineer, Omaha, Neb., and **LeRoy G. Wade**, general supervisor of work equipment, Omaha, retired June 30.

OBITUARY

Edward J. Hawerkost, 71, retired general western passenger agent, **Erie**, died June 24 at his home in Lake Villa, Ill.

Robert H. Harris, foreign freight agent, **Boston & Maine**, died July 6 at his home in Waltham, Mass.

Supply Trade

P. W. Smith, vice-president, sales for **General Railway Signal Company**, Rochester, N.Y., has been appointed executive vice-president.

Robert L. Evans has been appointed vice president in charge of engineering for the **American Car & Foundry division of ACF Industries, Incorporated**. Mr. Evans will be responsible for all product engineering, product development and research at the company's Berwick, Pa., research laboratory. He was formerly manager of quality assurance for the ACF division.

L. Rene Gaiennie, director of industrial and public relations of **ACF Industries, Incorporated**, has been elected vice president of industrial and public relations, succeeding **Albert L. Kress**, who remains a staff vice president.

P. W. Smith

Robert L. Evans

Coach Tickets Good in MP Sleepers, Chair Cars

Missouri Pacific has taken the ax to passenger fares on two additional routes. Effective July 10, the road began honoring coach tickets in Pullman cars operating between Houston and New Orleans and Little Rock and New Orleans.

No reductions have been made in the cost of Pullman space—but the net savings to passengers, according to MoPac's estimate, will still amount to 25 per cent to 30 per cent.

On the New Orleans-Houston run, coach tickets will be honored in sleeping cars on overnight trains and in parlor cars on day trains. The Little Rock-New Orleans fare cut applies to trains 103 and 116, overnight between the two cities.

The coach-ticket-in-Pullman plan is the latest MoPac effort to lure more passengers back to the rails. Earlier, the road began offering cheaper dining car meals, low-cost sleeping car service and lower fares on certain routes as inducements for passengers to ride MoPac.

Minnesota May Study Transport Operations

Taxation and regulation of transportation companies operating in Minnesota may come under the investigating eye of the state legislature.

A subcommittee of the legislative research committee is tentatively scheduled to meet in August to hear representatives of railroad, airline, truck and barge companies discuss operations.

One state legislator commented that a study he made indicated that the tax and regulatory laws concerning competing forms of transportation are neither fair nor uniform. The whole system, he said, is a reflection of the patchwork-quilt approach to the situation over the years.

Dividends Declared

CANADA SOUTHERN.—$1.50, semiannual, payable August 1 to holders of record July 18.

CAROLINA, CLINCHFIELD & OHIO.—guaranteed, $1.25, quarterly, payable July 21 to holders of record July 10.

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable September 2 to holders of record August 8.

COLORADO & SOUTHERN.—4% 1st preferred, $2, quarterly, payable July 23 to holders of record July 8.

LOUISVILLE, HENDERSON & ST. LOUIS.—5% noncumulative preferred, $2.50, semiannual, payable August 15 to holders of record August 1.

MAHONING COAL.—common, reduced, $5; 5% preferred, $1.25, semiannual, both payable July 1 to holders of record June 27.

MASSAWIPPI VALLEY.—$3, semiannual, payable August 1 to holders of record July 1.

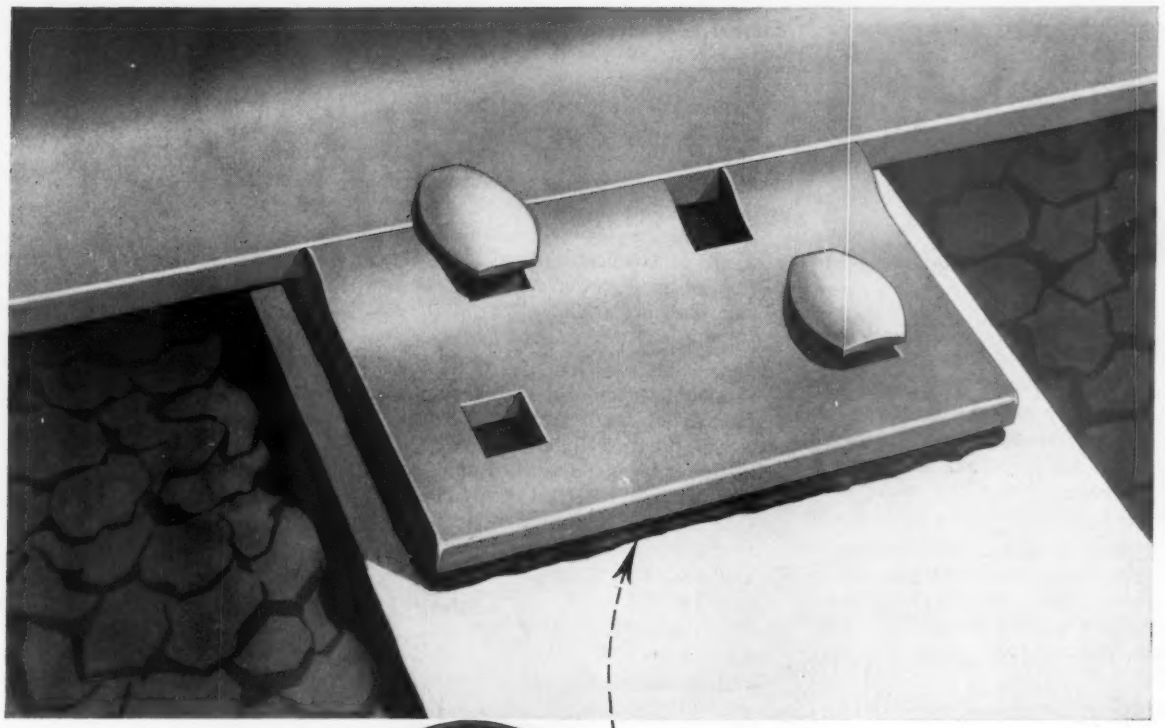
MISSOURI PACIFIC.—class A, 60¢, payable July 1 to holders of record June 23.

NASHVILLE & DECATUR.—5½% guaranteed, 93¾¢, semiannual, payable July 1 to holders of record June 20.

NEW YORK, CHICAGO & ST. LOUIS.—50¢, quarterly, payable July 1 to holders of record May 29.

NEW YORK & HARLEM.—common, $2.50, semiannual; 10% preferred, $2.50 semiannual, both payable July 1 to holders of record June 13.

NORTH PENNSYLVANIA.—$1, quarterly, paid May 25 to holders of record May 16.



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Based on the cost of ties today, and the high labor costs for installation, you can easily figure the exact dollar savings that result from increased tie life due to the underplate protection afforded by Bird Self-Sealing Tie Pads. For an interesting booklet giving facts and figures on dollar savings, write to Bird Tie Pads, East Walpole, Massachusetts, Department HRA.

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You Ought To Know...

Rock Island President D. B. Jenks predicted June revenues would top the 1957 month—when final results were in—partly due to a spurt in wheat shipments. "The encouraging thing," said Mr. Jenks, "is that even forgetting about wheat and corn, our carloadings were just about the same as a year ago."

► "Optimism tinged with caution" was President Howard E. Simpson's reaction to news that B&O carloadings in June rose for the third straight month and reached a new high for 1958.

► Highest net income for this year has been reported for June by the C&O.

A piggyback "first" is claimed by Northern Pacific as the result of a TOFC shipment of lumber from Bonner to Billings, Montana. It was the first time lumber has traveled piggyback in the Northwest—and possibly in the nation—says NP. The line plans to expand the service, using specially designed trailers with removable sides for rapid loading.

► Arkansas peaches moved to Chicago in just 40 hours when Missouri Pacific and Chicago & Eastern Illinois piggybacked 418 bushels in a refrigerated trailer. C&EI's director of coordinated services, T. F. Behler, sees this as an opener for piggybacking fresh produce from the Southwest.

In on-line newspaper ads, Illinois Central is saying "thanks" to the public for supporting legislation helpful to railroads. Says IC to the home folks: "You have raised your voices and told the folks in Washington that your homes, your farms, your mines, your factories and your businesses just can't prosper without railroads."

"Open until midnight" signs have been posted on the diner of the "Pennsylvania Limited," the Pennsy's famed train 54. The theory is that slumber comes easier when the "inner man" is at peace.

Journal lubricator applications are lagging on cars owned by private car lines. Only 2.06 per cent of tank cars and 6.9 per cent of other than tank cars were equipped at the end of 1957. By comparison, 17 per cent of railroad-owned cars had received them. To reduce hot boxes and meet the January 1, 1960 deadline the AAR Mechanical Division urges a stepped-up pace for both, the private lines in particular.

"Scare tactics" was the label CNR Vice President—Personnel W. T. Wilson pinned on a BLF&E spokesman's warning that CNR firemen are ready to strike if their current dispute with the road isn't settled satisfactorily. CNR wants sole discretion in the future hiring of firemen for yard and road freight diesels. A conciliation board hearing the dispute has adjourned until August 11.

For their outstanding safety programs, the National Safety Council has presented awards to the Santa Fe, B&O, CNR, CPR, C&O, Burlington, C&EI, Milwaukee, Rio Grande, Illinois Central, New York Central, Pennsylvania, Reading, Frisco, Southern Pacific, T&P, Union Pacific, and Elgin, Joliet & Eastern.

"Sizable economies" would result from a proposed merger of the Erie, the Delaware, Lackawanna & Western, and the Delaware & Hudson. That's the finding of an exploratory study made by Wyer, Dick & Co., transportation consultants. A 12-man merger committee representing the three lines will analyze the report, then submit its recommendations to the respective boards of directors.

Chicago & North Western won't go along on ICC-approved freight rate hikes on scrap. C&NW's position: railroads have been guilty of pricing themselves out of the market; it's in the best interests of the industry to reappraise the situation—with an eye toward lowering rates, where possible.

Railway Express Agency has opened a new Air Express terminal on West 24th street in New York City to centralize the handling of incoming and outgoing shipments in the metropolitan area. Modern conveyor equipment and the latest in teletype facilities (connected to REA's private-wire network) are features of the new terminal.

Eastern mail pay increase will save two C&O passenger trains from oblivion. Trains 25 and 26 between Grand Rapids and Petoskey, Mich., will not be discontinued, says the Chessie, because an additional $68,000 a year from mail will cancel their $66,000 yearly deficit.

Air-Land-Sea Container Rentals, Inc., plans to lease reusable, steel cargo containers to freight forwarders, steamship companies, and truckers. Headquarters is at 511 Fifth Avenue, New York City. President is John J. McMakin.

Katy's right to rearrange its office and shop alignment has been upheld by U. S. District Court in Kansas. The road transferred operations from Parsons, Kans., to Dennison, Tex., more than a year ago. The court, in backing Katy, ruled that past agreements regarding maintenance of permanent facilities at Parsons were unenforceable.

Chicago's Lake Street Elevated is finally going to live up to its name. Financial arrangements have been completed for a $4-million project that will move the "L" from ground level to the elevated Chicago & North Western right-of-way for a 2.5-mile stretch. The project, which will take about two years, will eliminate 22 grade crossings.

Additional ICC jurisdiction over passenger service has been urged again by James M. Symes, president of the Pennsylvania. This, he suggested to the Great Lakes Conference of Railroad and Utility Commissioners, might get state commissions "off the hook of selfish local pressure."

Railroad opposition to airport bond issue proposals has again won backing from the voters—this time in Omaha, Neb. Thirteen bond issues were overwhelmingly defeated at the polls, including a $1 million general obligation issue and a $1 million revenue issue for airport improvements. Seven railroads headed the opposition—Burlington, Milwaukee, Chicago & North Western, Rock Island, Illinois Central, Missouri Pacific and Union Pacific. Earlier, railroad and railroad labor efforts had been credited with a large role in sidetracking similar bond proposals in Spokane, Wash., and Cheyenne, Wyo. (RA, Mar. 24, p. 9).

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Section of head showing patented fin design which insures maximum holding power with minimum damage to wood — reduces decay and rust. Available with Lock Tight No. 2 or Std. Sq. nuts.

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Rates: $10 per column inch (1" deep x 1⅝" wide)
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SECTION

Railway Age, 30 Church St., New York 7, N. Y.

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Take a Look at Europe

Charles Percy, the camera manufacturer, was interviewed on television a week ago. He made it clear that he, at least, is one U.S. industrialist who understands that the "cold war" is an international race for economic and industrial supremacy. It is not the military and the munitions manufacturers who are going to win or lose this war—but the people who control and direct our industrial development.

●

In the important area of transportation efficiency—as articles in these pages have repeatedly shown—Russia is getting ahead of the U.S. It is gaining because it is expanding the most efficient form of inland transportation, its railroads—at a time when this country is concentrating practically all of its promotional effort on every form of transportation except railroads.

The railroads are the only form of all-purpose transportation in this country that are 100% private enterprise. The fixed plant part (which is the more important part) of all other forms of transportation—highways, waterways, air transport—is 100% government enterprise. That is to say, it is 100% socialistic.

There are great government bureaus, staffed with able people, who spend all their time figuring out ways and means of laying their hands on more and more tax money—to expand the nation's highway plant, its air transport plant, its inland waterway installations.

Meantime, there are no government bureaus with any selfish interest in railroad expansion. Or even with any responsibility to prevent the withering away of the nation's railroads—despite their manifest economic superiority over other agencies of transportation for most transportation tasks.

Railroad Traffic Trends, 1952-1957

	Freight Ton-Miles % of 1952		Passenger-Miles % of 1952	
	France	U.S.	France	U.S.
1953	92	98	90	93
1954	94	89	93	86
1955	107	101	95	84
1956	114	104	108	83
1957	123	100	115	76

Fortunately for the nation, Congress has begun to see the danger in this situation. It is applying some legislative remedies to remove some of the more obviously inequitable burdens from the railroads. One of the forward-looking measures already adopted is a provision for a study by the Senate Surface Transportation Subcommittee of further measures necessary to permit improvement in the situation of the railroads.

A fertile field for inquiry by this Senate group would be the competitive transportation set-up in the principal countries of Western Europe. In most of these countries the railways are far more free in competing for traffic than the U.S. railways are. By and large, in most of those countries, the railways seem to be considerably more successful than U.S. railways have been in holding onto competitive traffic.

There are many dissimilarities in transportation conditions between Europe and North America—but economic principles do not vary from one country to another. If Russia and France are laying out capital to expand railway capacity, including electrification, while the U.S. is shrinking its railroad capacity—the chances are that either the United States or Europe is making a mistake. Possibly a fatal mistake.

FREE ENTERPRISE NEEDS LEADERSHIP: Just how much government do we need in transportation? Camera Manufacturer Charles Percy said he believes the post office could advantageously be turned over to free enterprise, at least in part. Where government is in transportation (e.g., highways and waterways)—how prevent the governmental part from competing uneconomically with the private enterprise part? Never has the challenge to leadership of free enterprise in transportation been greater or more insistent. It isn't just the future of the U.S. railroads that is at stake—but the future of America itself.

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2909

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